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For the Good of Your Community

Vol. 4 No. 9 OAKLAND, JANUARY 1962

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Highway patrolman speeds bus from exclusive lane

Exclusive Bay Bridge Lane Speeds Commuter Bus Travel, Avoids Delay

Commuter buses from San Francisco were rolling across the Bay Bridge twice as fast as automobiles this month as result of a special exclusive lane set aside for transit use.

Buses were making the trip across the span in a fast 13 minutes, by-passing stalled vehicular traffic.

While AC Transit coaches were moving along briskly on the lower deck, cars on the upper deck were proceeding bumper to bumper, taking about 25 minutes to cross the span during the evening commute rush.

The special lane was established by the State to speed commuter travel during reconstruction work. The plan, applauded by Governor Edmund G. Brown, was devised to encourage riders to change from autos to public transportation to relieve the peak hour congestion caused by the "hump" and bridge lowering construction.

The special lane, previously set aside for contractor's operations, gives buses an exclusive right-of-way along the bridge rail between the San Francisco anchorage and the west portal of Yerba Buena Island tunnel.

The lane is used by buses whenever traffic in the two normal lanes is con-

(Continued on Page 4)

William Bettencourt Re-elected Head of Board, Names Committee Appointments

William J. Bettencourt, San Leandro business executive, was unanimously elected this month to serve as president of AC Transit board of directors for the coming year.

Bettencourt, who will be serving his second year as head of the board, has been a director since the district was organized in 1956.

Re-elected to serve with him as vice-president, also for a second term, was Col. Robert M. Copeland of Kensington, retired Army engineer.

In accepting his re-election, Bettencourt spoke of the district's past record in transit growth, but warned:

W. J. Bettencourt
President

R. M. Copeland
Vice President

"We must exercise vision and imagination during the coming year, since revenue must continue to increase if we are to operate at the same level of taxes and fares.

"AC Transit must continue to progress with the times," he said.

Bettencourt, news bureau manager for Friden, Inc., is president of the San Leandro Citizens' Development Committee, which currently is planning a $4,000,000 downtown revitalization program.

He also is chairman of the St. Rose Memorial Hospital citizens' advisory board and is deputy district governor of Serra International.

Colonel Copeland served the Army Corps of Engineers more than 30 years before his retirement, stationed in different parts of the world. He is a director of the Stege Sanitary District in El Cerrito.

As one of his first orders of business, Bettencourt announced the following committee appointments for 1962:

Finance: John L. McDonnell, chairman; William E. Berk, William H. Coburn, Jr.

Personnel and Public Relations: William E. Berk, chairman; Robert K. Barber, E. Guy Warren.

Project Development: William H. Coburn, Jr., chairman; John L. McDonnell, E. Guy Warren.

Special committee on office building facilities: Robert K. Barber, chairman; William J. Bettencourt, Robert M. Copeland.

Bettencourt and Copeland are ex-officio members on all committees.

Ticket Seller Turns In Till for Hobbies

George B. Roth, 69, ticket seller at the Transbay Transit Terminal in San Francisco, will turn in his till March 1 to devote some time to fishing, dwarf trees and shop work.

Roth, who lives at 841 Morrell St., Hayward, was a train motorman from 1923 to 1928, left the company and returned to temporary work as a supervisor at the 1939-40 Golden Gate International Exposition. He then became a special officer at the terminal in 1941.

During World War II he was a receiver at the Emeryville and East Oakland divisions, then returned to the terminal in 1948 as a ticket seller.

Transit Veterans Return to District

In establishing a district claims department this month, AC Transit welcomed back into the fold workers who date their experience to the days when East Bay transit had a variety of names, eventually known as the Key System.

Veterans of the days when transportation ranged from ferry boats to street cars, claims department employees were switched from the Key System to Transit Casualty Company, the claims representative of National City Lines, in July, 1952.

Their return follows the decision of the AC board of directors to cancel a contract with Transit Casualty and to develop its own self-insurance program.

Members of the claims department will continue to work in the same location, on the sixth floor of the headquarters building, 1106 Broadway, under the direction of Mel C. Chapman, who has been in charge since 1929.

Chapman previously – from 1922 to 1929 – was one of the attorneys who handled trial work for San Francisco-Oakland Terminal Railways.

A native of Oakland and the son of a well known East Bay attorney, the late M. C. Chapman, the claims department head attended University of California and Boalt Hall, taking his bar examination in 1918 after time-out for World War I.

Mel C. Chapman

Chapman, 65, lives with his wife, Dorothy, at 535 Merritt Ave.

Former Key System personnel working with him include Fred E. Clarrage, senior adjuster; F. N. Gardin, property damage supervisor, both former transit operators; George Zeigenfuss, claims supervisor, who started in 1921 as a street car conductor; C. P. Regan, claims supervisor, and Miss Carolyn Litster, chief clerk.

Other department members include L. C. Counts and Richard Mills, attorneys; Allyn Hogaboom, Leon Maddox, Richard Reinberger, Norman Roe, adjusters, and Lois Cowden and Anna Baca, stenographers.

First For Savings

An initital group of district workers applied for the purchase of U.S. Savings Bonds through a payroll deduction plan this month, signing up for the acquisition of bonds in 1962 having a maturity value of $133,300.

The first applications covered purchase of 286 bonds, with the majority of workers–227–applying for $50 bonds.

Employees previously were notified that the plan was available, whereby bonds could be purchased by setting aside a specified amount each pay day.

1962 Looms as Crucial Year; Continued Revenue Gain Necessary to Meet Costs

AC Transit has started the new year with a record of achievement, but with knowledge that 1962 is a crucial year—the year the system has to begin earning enough to pay its own way.

The district rolled into 1962 with soaring passenger gains and with most of its promised improvements accomplished.

But the number of riders hasn't caught up with the costs of new service and the meeting point must be reached this year, if the system is to continue under the present tax and fare structure.

Directors of the district believe the next few months will tell the story. If the patronage picture of 1961 continues, the riders will not only be enjoying the nation's best bus transportation, they can take pride in one of the few systems in a financially successful, stable position.

Passenger revenue showed a marked increase in 1961, totaling $11,687,000, a boost of 4.8 per cent over 1960.

In planning AC Transit's operations, engineers had estimated annual traffic boosts of 3 per cent, with the year coming up as the decisive point.

They expected the district to accumulate a surplus in the first months of operation, when new service and new equipment were not draining revenues and when there was no interest to pay on bonded debt.

First Year Surplus

By the middle of 1961, in line with their estimates, all new services began drawing heavily against this reserve, and bond serving costs and other expenses were added.

A large portion of the reserve will be expended by the middle of 1962 and the district must then be carrying enough passengers to meet its costs.

"Because of passenger response, we're facing this crucial point in a better position than we anticipated," according to William J. Bettencourt, board president.

"We have had constant gains in passenger revenue – remarkable when you consider transit throughout the country was down 3.5 per cent in 1961.

"We think it proves that if you give people good equipment and good service, they'll discover the advantages of riding the bus."

In its accomplishments for the year, the district could list the addition of 2,250,000 annual miles of new service and 250 new buses put into operation.

For the 49,000,000 riders carried during the year, there were equipment or service improvements on almost every line, extensions of service into residential

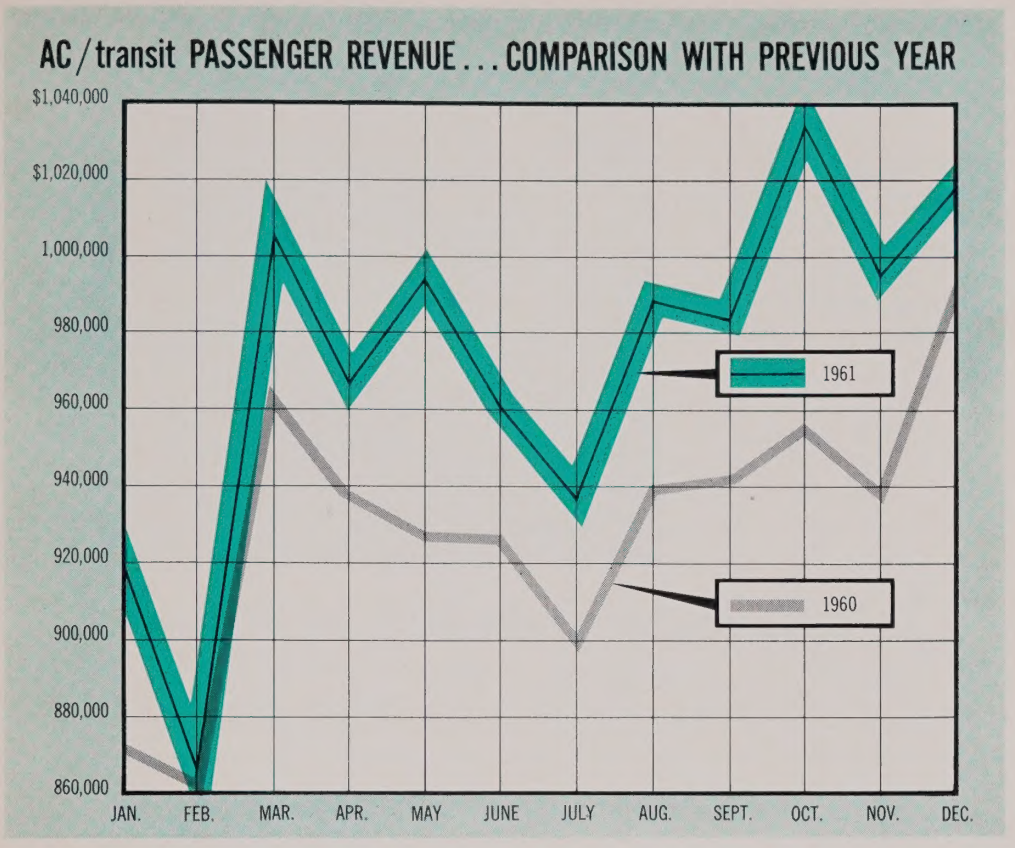
Special Lane Speeds Buses Across Bridge

(Continued from Page 1)

gested, a particular advantage during late afternoon and evening rush periods —or whenever truck-car travel is slowed on the lower deck.

At the west end of Yerba Buena tunnel, State highway patrolmen are on duty to merge the buses into the two lanes of traffic. As result, buses are able to move right along, avoiding the bottleneck that developed when reconstruction of the tunnel commenced nearly two months ago.

During peak hours, nearly half of the East Bay commuters travel by bus. During the top commuter period, AC Transit has an eastbound bus leaving San Francisco every 14 seconds; with 238 coaches crossing the bridge between 4 and 6 p.m. With the special lane, buses again were maintaining schedules.



areas, additional schedules, and a step-up in frequency.

Scores of innovations were introduced, among them the Pacific Coast's first large fleet of air-conditioned coaches.

These proved their popularity during the first hot spell and were responsible for unexpected summer passenger gains, in the opinion of General Manager John R. Worthington.

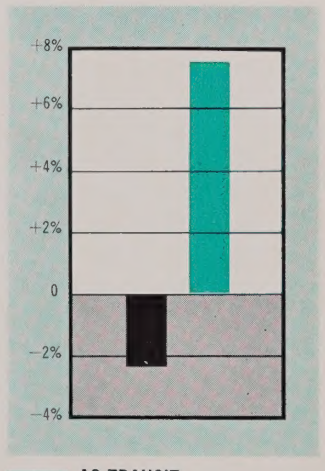
A new type of service, the City Express, went into operation in March, joining Berkeley, Oakland, San Leandro and Hayward in a fast transit link.

"Most of the planned improvements were accomplished during the year," Worthington said, "and in half the time originally scheduled. But we still plan continued improvements."

Included under projects for 1962, for example, is the purchase of another 20 to 25 air conditioned buses, increasing the system's total bus fleet to 654. Also planned is new cross town service for San Lorenzo and southern portions of San Leandro.

NOVEMBER PASSENGERS

Percentage Change From Previous Year



QUESTION MARK—Carol Gladstone, 10, tries the driver's seat while plying maintenance manager Brooks Rice with questions about her favorite buses.

Young Rider Gets Lots of Answers

A 10-year-old bus enthusiast had a chance to stump the experts this month and although she may have staggered maintenance manager Brooks Rice now and then, at least he didn't fluff any answers.

The girl, Carol Gladstone, sixth grade student at Cragmont School in Berkeley, collects bus information the way other girls collect miniature animals or dolls.

Armed with two hours' worth of questions about bus equipment—particularly as to numbers and series—she got a full run-down from Rice and then was taken on a tour of the Emeryville division to look over some of the buses she's missed in her personal search.

She also saw the wash racks and learned how buses are maintained and dispatched, but the highlight was in finding that one of her favorite "lost" buses, 1302, was there in the shops, all spiffed up and with a new number, 1202.

According to her mother, Mrs. Melvin Gladstone of 511 Boynton Ave., Berkeley, each bus to Carol has a personality of its own and the number is the same as a name. She has spent months keeping notebooks and charts on bus numbers, plus noting their different characteristics.

Not only that, she has others collecting numbers for her, including her father, vice president of Dymo Industries, makers of plastic tape.

She was so enthused about looking at buses at University and Shattuck Aves. recently that she completely forgot a flute lesson and spent the afternoon, instead, spotting new numbers.

Carol's intense interest came to the attention of AC Director Robert K. Barber and the tour was arranged so she could get answers to some of her questions, like what was bus 302 doing down near San Jose?

Answer: on a charter.

And why do Los Angeles electric coaches have the same color scheme and numbers of former Key System equipment?

Because they were once operated by National City Lines, former owners of Key.

Unusual interests is nothing new for Carol. Previously she "went through" mechanics and engineering principles and currently is sharing her bus hobby with photography.

New Employees Join Transit District

Congratulations were in order this month for the following new employees, who have joined AC Transit.

General Offices

Accounting: Isabella C. Morrison, 2527 Dwight Way, Berkeley.

Treasury: Edward J. Leathem, 451 Celia Street, Hayward.

Emeryville Division

Bus Operators: G. P. Gardiner, 1605 Bancroft Way, Berkeley; M. C. Courtney, 2975 Stevenson St., Pittsburg; A. R. Lindsey, 2032 E. 30th St., Oakland; E. L. Green, Hotel Leo, 275 16th St., Richmond; C. C. Ferrell, 1645 Fairview St., Apt. A, Berkeley; W. L. Durham, 40 El Rancho Dr., Pleasant Hills; C. H. Benson, Jr., 3115 Suter St., Oakland; A. C. Giulani, 3112 - 14th Ave., Oakland; James Williams, 5721 Grove St., Oakland; C. E. Hill, 3201 Bruce St., Apt. 18, Oakland; M. N. McCraw, 2819 Tara Hill Dr., San Pablo; W. H. Stewart Jr., 617 Mark Ave., Vallejo.

Maintenance: Kenneth Van Camp, 1212 Thiel Rd., Hayward.

P.B.X. Operator: Doris Lee Goelz, 1729 Via Lacqua, San Lorenzo.

East Oakland Division

Bus Operators: R. E. Candevan, 1152 98th Ave., Oakland; T. W. Casey, 521 Valle Vista, Oakland; J. L. Drumm, 5315 Bond St., Oakland; D. W. Landon, 24826 Mulberry St., Hayward; T. E. Gandenberger, 1210 50th Ave., Oakland; G. L. Burch Jr., 22957 Sutro St., Hayward; C. L. Beatty, 9903 Birch St., Oakland; V. L. Hart, 570 Brian St., Hayward; W. S. Lineback, 3134 Norbridge Ave., Castro Valley; C. A. Sain, 440 Smalley Ave., Hayward; B. J. Hector, 16129 Via Alamitos, San Lorenzo; D. L. Ewen, 2800 Frazier Ave., Oakland; A. J. Wyatt, 2040 Castro St., Oakland; L. S. Miller, 2220 10th Ave., Oakland.

Maintenance: John P. Baker, 3921 Lyon Ave., Oakland; Robert A. Ambro, 1943 Seminary Ave., Oakland.

Richmond Division

Bus Operator: M. F. Baker Jr., 1451 San Joaquin St., Richmond.

Key System Workers Taken by Death

John G. "Jack" Stuart, former superintendent of railway equipment at the Emeryville shops, died this month, shortly before his 70th birthday. Mr. Stuart retired in 1953, after 24 years of service.

Mr. Stuart worked as master mechanic and chief inspector of the mechanical department before taking over as superintendent. Old timers also remember his trained dog, who on visits to the shops, showed that a pooch could really flip—along with many other accomplishments.

Surviving is Mr. Stuart's widow, Lucy, of 410 41st St., Oakland.

Death also came in January to Homer F. Van Dyke, 81, former Key System rail operator, pensioned in 1944 after 34 years at the controls. His wife, Evelyn, lives at 5137 Foothill Blvd., Oakland.

Another veteran street car and train operator, John George Green, 74, died December 28. He entered service in 1922, retired in 1952. A wife, Christina, of 1011 56th St., Oakland, survives.

Clark Owens, pensioned as a motorman in 1941, died December 12. He was 83 and lived with his wife, Bessie, at 1289 Terra Ave., San Leandro.

ACTIONS OF THE BOARD

At an adjourned regular meeting December 27, 1961, the Board of Directors:

• Approved terms of final termination agreement between the District and Transit Casualty Company incident to inauguration of partial self-insurance program January 1, 1962, on motion of Vice President Copeland.

• Established salary ranges and position descriptions for several non-contract employees, on motion of Director Barber.

• Provided for withdrawal of funds by claims personnel in connection with self-insurance program, on motion of Director Warren.

• Established policy governing pensions and other fringe benefits of Transit Casualty Company employees hired by the District and who had previous service with Key System Transit Lines, on motion of Director Coburn.

• Approved new five-year contract with Fielder, Sorensen & Davis, transit advertising agency, on motion of Vice President Copeland.

* * *

At an adjourned regular meeting January 8, 1962, the Board of Directors:

• Re-elected President Bettencourt and Vice President Copeland to their board offices for the 1962 year, on motion of Director McDonnell.

• Awarded $7133 contract to East Bay Sheet Metal Works for installation of heating system at East Oakland division, on motion of Director Barber.

TRANSIT TIMES

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BOARD OF DIRECTORS

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ROBERT M. COPELAND . . . Vice President
Director at Large
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E. GUY WARREN . . . . . Ward V

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JOHN R. WORTHINGTON . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

November Incomes Show Continued Gain

AC Transit income continued to show a steady revenue climb in November, totaling $1,054,250, an increase of $78,015 or 8 per cent over a year ago.

The receipts were adequate to cover operation and maintenance expenses, depreciation and interest on bonded debt, and to allow allocation of $15,037 towards retirement of bonded debt.

Operating and maintenance expenses of $933,632 were an increase of $61,435 over the same month last year, due to greater operating mileage—amounting to an additional 178,226 miles for the month —and increased wages for drivers and mechanics.

TRANSIT TIMES

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For the Good of Your Community

Vol. 4 No. 10 OAKLAND, FEBRUARY 1962

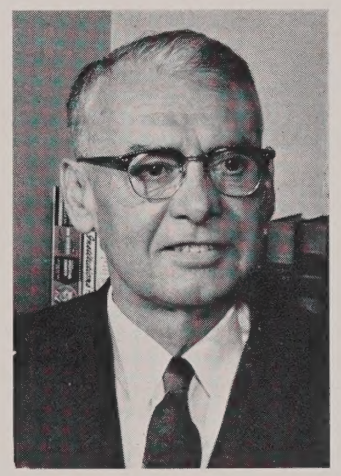
TRANSIT CHIEF MOURNED

Death Takes J. R. Worthington, First General Manager of Transit District

The sudden death of John R. Worthington, general manager of AC Transit, brought tribute and regret this month from the people who worked with him, from the community he served and from representatives of the transit industry throughout the nation.

Mr. Worthington died of an unexpected heart complication on February 10, a day after his 61st birthday. He had been hospitalized a week for treatment of a chronic lung illness.

Although plagued by failing health, he refused to bow to his illness and drove himself tirelessly in an effort to fulfill his promise of helping to make AC Transit the "best transportation system in the nation."



John R. Worthington

How well he succeeded was apparent from the plaudits of other executives, who heralded him as an executive whose vision and forceful planning had much to do with the success of district operations. Equal praise came from transit workers and from shocked colleagues.

William J. Bettencourt, president of the board of directors, mourned his death as "a great loss to the district and the community he so faithfully served."

The success of the district, he added, "attests to the remarkable abilities of Mr. Worthington which are so widely recognized throughout the transit industry."

Further tribute was paid in a notice from the board president to all employees, posted on bulletin boards throughout the district.

From the workers themselves, and from the public in general, came other messages, all in accord in honoring the dynamic, razor-sharp ability of Mr. Worthington and in deploring his death.

F. Vern Stambaugh, president of Carmen's Division 192, eulogized him as "one of the finest men in the district." Stambaugh credited him with "building a better transit system than most people realize."

Symbolic of Mr. Worthington's position as a widely recognized authority on all phases of urban transportation, his funeral services were attended by representatives from many branches of the transit industry.

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MAR 13 1962
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Celebration to Launch New Transit Line

A day long celebration, featuring free rides for workers as well as shoppers, will launch AC Transit's new Line 93 with traditional southern Alameda County enthusiasm on March 5.

The new crosstown line will give San Lorenzo residents their first neighborhood bus service and will provide additional transit for south San Leandro, as well as a direct route to Fairmont Hospital.

As result, riders will have access to shopping centers and business districts, to widely spread residential areas and to transfer connections with trunk lines to other East Bay cities and San Francisco, including the 30 and 32 City Express.

The retail council of the San Leandro Chamber of Commerce and merchants of the Bay Fair Shopping Center are participating in the welcome to the bus service, inviting residents to be their guests on opening day.

The sponsoring groups decided to offer free rides during the entire period of first-day service, 6 a.m. to 7 p.m., to give workers a chance to try the new line, as well as shoppers.

A letter from William J. Bettencourt, president of the district board, is being mailed to approximately 7,000 families in the area, explaining how the service can be used, the district's fare structure, and expressing a "welcome aboard."

Included with the letter will be a timetable and a map, showing all of the service in southern Alameda County, plus information on how to reach various places, such as city, county and state buildings, parks and recreation spots, hospitals and colleges, by bus transportation.

All stores in the Bay Fair Shopping Center also will post cards in their windows, with a map of the new service and a timetable of operations.

The San Leandro Chamber plans to have "sunshine sweethearts" aboard Line 93 on opening day to add a personal welcome and to pass out timetables and maps.

Buses on the new line will fly colored pennants of persimmon and Tahoe turquoise and will carry signs, on the outside and on the fare box, announcing the "free ride" day.

Line 93 buses will operate 6 a.m. to 7 p.m. daily except Sunday, observing a 30-minute headway.

With Paseo Grande and Hesperian Blvd. as one terminal, Line 93 will travel through San Lorenzo, looping via Channel St., Grant Ave. and Bockman Rd., returning to travel along Hesperian to the Bay Fair center on East 14th St. in San Leandro. The line will continue along East 14th to 159th Ave., and via 159th to Foothill, passing in front of Fairmont Hospital before making a terminal loop via Foothill, 149th Ave. and 150th Ave., back to Foothill and returning to San Lorenzo in the reverse direction.

Along with approving the new service, the AC board of directors approved a change in the routing of Line 81 and trips on the transbay R line operating through Washington Manor, making use of Lewelling Blvd. instead of Fargo Ave.

Retirement Scheduled For Walter Tresemer

Walter L. Tresemer, account clerk in the accounting department at General Offices, is scheduled for retirement March 1.

Tresemer came to work for Key System as an equipment clerk in Way and Structures, transferring to the engineering department of the Richmond Shipyard Railroad for service during the years of World War II. He moved to the accounting department in 1948. Tresemer lives at 1570 Pacific Ave., Alameda.

TO THE WINNER—Trophy for the highest miles operated per road call is presented to Emeryville division mechanics by Maintenance Manager Brooks Rice, right, and accepted by E. A. Towers, superintendent. On hand for honors were D. C. Rodriques, left, foreman, and F. A. Johnson, mechanic and shop steward.

Emeryville Mechanics Win First Honors In New District-Wide Road Call Contest

The Emeryville maintenance division of AC Transit started off the new year and a new road call contest by winning first honors in a competition to determine which division can tally up the highest miles per road call.

The trophy went to Emeryville mechanics for the record in January, 11,313 miles per road call.

The contest, sponsored by the maintenance department, features a revolving trophy, a result of a suggestion by the late John R. Worthington, general manager.

Told of the proposed contest by Maintenance Manager Brooks Rice, Mr. Worthington not only gave hearty approval, but added the idea of a trophy.

Special glass cases have been erected at each division with a place for the trophy, which features the AC Transit emblem and a model of a diesel engine. Name plates in the empty cases will tell where the trophy is on display for the month.

A special bulletin will give further details on which division won the award and the total of miles.

The contest was started to encourage mechanics to do such a good job, repeat calls will be avoided and possible mechanical troubles prevented.

To determine the winner, the total mileage turned in by buses at each division is divided by the number of road calls for mechanical help made by drivers. Highest mileage figure wins, according to Rice.

WELL-WISHERS — Sending "Peralta" on her way were Mayor John L. Davie of Oakland; Mrs. Herminia Peralta Dargie, who christened ferry; Mayor Frank Otis of Alameda, among official guests.

PRIDE OF THE KEY SYSTEM—The ferry "Peralta" slides down the ways after launching ceremonies at Moore Dry Dock in Oakland on Oct. 14, 1926. Legend claims the boat stuck on the ways—a bad omen in launching tradition. The ferry fulfilled belief.

New Honors for Former Ferry 'Peralta'

By Virginia Dennison

Visitors to the Seattle World's Fair this year may meet an old friend, the one-time ferry "Peralta," which shook a jinx and a name for a new career on Puget Sound.

Once the pride of the Key System, the ferry was rebuilt and rechristened the "Kalakala" 27 years ago after a disastrous tour of duty in local waters.

With her "ill-fated" days behind her, the "Kalakala" has led an exemplary life as the flagship of the Black Ball Line and more recently, as the favorite standby of Washington State Ferries.

She'll take on new honors during World's Fair days, carrying visitors to the Naval shipyard at Bremerton to see a display of Navy craft.

Old-time commuters will never recognize her as the wide-beamed "Peralta," which caused so much trouble during her brief years as a Key System ferry.

Legend has it that she started off under a "bad omen" by faltering on the ways during her launching Oct. 14, 1926, at the Moore Dry Dock in Oakland.

But if she got stuck on the ways—a traditionally bad sign—there was no hint of pending disaster in newspaper accounts of the launching or in scenes captured at the time on a photographer's glass plates.

The plates have been recovered by AC Transit and prints made to add to historical material being gathered on the past of the Key System and East Bay transportation in general.

The photos show a gala scene. From a launching platform draped in flags, Mrs. Herminia Peralta Dargie christened the

FIRE CASUALTY — The pier fire of 1933 left the "ill-fated Peralta" a charred shell, final blow to what had become the "jinx ship" of the Key System fleet.

STREAMLINED FERRY—This is how the former ferry "Peralta" will look to World's Fair visitors at Seattle. Rebuilt and rechristened the "Kalakala," she's been happy on Puget Sound.

ferry in the name of her great grandfather, Don Luis Maria Peralta.

The distinguished party included Oakland's most distinguished-looking man, Mayor John L. Davie; Mayor Frank Otis of Alameda and other officials. And there was unanimous praise for the "Peralta's" fireproof construction and her "unsinkable" status.

But hardly had she been put into service when the "Peralta" rammed into the end of her slip in San Francisco, causing extensive damage. A few months later, she crashed into the Oakland pier.

On Feb. 17, 1928, came a major catastrophy. The "Peralta" dipped her bow into the bay during the evening commuter rush; 30 persons were washed overboard; five were drowned.

There was more to come. The night of May 6, 1933, an incendiary fire destroyed the pier terminal and the loss included the "Peralta," left a charred shell.

The hull was purchased by Capt. Alexander M. Peabody, president of Puget Sound Navigation Co., who had the boat rebuilt into a streamlined craft that looked like a blimp.

In the years since, the "Kalakala" has carried Navy yard workers to Bremerton; summer excursionists on the Sound and tourists heading for Victoria, B.C.

Her passenger capacity of 2,000 is still the largest in the fleet, but her limited overhead vehicle clearance has relegated her to the role of a secondary vehicle carrier.

She's still "old reliable" and a favorite with Washington State Ferries, however, and the natural choice for entertaining Seattle visitors.

Exclusive Bridge Bus Lane Attracts New Increase in Commute Book Sales

Ticket sales to transbay bus commuters took a jump in January, indicating the effectiveness of the exclusive bus right-of-way on the San Francisco-Oakland Bay Bridge.

Commute book sales for the month totaled $168,820, an increase of 12.8 per cent or $19,213 over the sales in January, 1961.

The evening commute buses have been rolling with full loads since the special bus lane was established by the State on January 15 to take the pressure off rush hour traffic congestion.

But the noticeable increase in the sale of commute books gave the first informative count on how many more passengers are making use of the bus service to avoid upper deck automobile traffic.

Along with the jump in commute sales, there has been a noticeable increase in "happy comments" from the riders, according to C. M. Walker, superintendent of the Transbay Transit Terminal in San Francisco.

He said commuters have been able to return to the traveling schedules they followed before bridge construction and the "hump" slowed auto and bus travel.

"They feel it's a break to get through the traffic. They can't say enough about it. Some of them say they're getting home 15, 20 or 25 minutes earlier than they were before," he reported.

The exclusive bus lane was set up by the State between the San Francisco anchorage and Yerba Buena tunnel in an effort to encourage greater use of public transit. Peak hour capacity of the bridge was cut by about 25 per cent last November with the advent of the "hump," according to bridge officials.

With the special lane and the help of State highway patrolmen in merging buses into regular traffic lanes, motor coaches are now crossing the span on schedule in an average 12 or 13 minutes during the evening rush periods—twice as fast as automobiles.

Applicants Sought For General Manager

A nationwide recruiting campaign is being conducted by the AC Transit board of directors before selecting a successor to John R. Worthington as general manager of the district.

William J. Bettencourt, president of the board, explained that the decision to ask for candidates thoughout the industry does not rule out the possibility that a member of the present district staff will be named to the post.

"We owe it to the people to open the position to all interested applicants to make sure we get the best possible man," Bettencourt said.

He added that the district is in excellent hands under leadership of Kenneth F. Hensel, assistant general manager.

Bettencourt said the directors hope to fill the post "relatively soon." Applications will be accepted through March 2 and the board will begin evaluating candidates on Feb. 28.

More Information

A note or phone call to the transit district—OLympic 3-3525—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

CONTRIBUTION—Efforts of AC Transit to provide the finest public transportation system possible were recognized by the Oakland Junior Chamber of Commerce in a plaque presented to the district for a "significant contribution to the Metropolitan Oakland area." Shown presenting award to William J. Bettencourt, left, president of the AC Transit board of directors, is Robert W. Crandall, chairman of industrial greeting for the junior chamber's Commerce and Industry Committee.

Welcome Extended to New Workers

The welcome mat was out in January for the following new employees, who have joined AC Transit.

General Offices

Treasury: Joan E. Ishom, 622 Paseo Del Rio, San Lorenzo.

Tabulating: Ellen J. Cain, 1635 Merced St., Richmond.

Emeryville Division

Bus Operators: C. A. Donais, 3112 14th Ave., Oakland; Joe Turegano Sr., 43052 Peachwood St., Irvington; B. K. McDorman, 510 Pleasant Hill Rd., Pleasant Hill; C. E. Ballard, 3112 14th Ave., Oakland; R. S. Surdyka, 662 34th Ave., San Francisco.

East Oakland Division

Bus Operator: A. R. Chadwick, 1036 College Ave., Alameda.

Maintenance: James J. Hussey, 22957 Sutro St., Hayward.

Richmond Division

Bus Operators: H. V. Dolan, 3112 14th Ave., Apt. 201, Oakland; W. O. Boden, 5120 Sacramento Ave., Apt. 7, Richmond.

Resolution

Memorializing Achievements of John R. Worthington, General Manager, and Expressing Sympathy To His Family

WHEREAS, the late John R. Worthington first came to the Alameda-Contra Costa Transit District during its crucial formative period as its technical consultant, bringing with him years of invaluable experience in the transportation field; and,

WHEREAS, he was soon thereafter appointed as the District's first General Manager in which capacity, working closely with the Board of Directors, he guided the District step by step to a smooth and successful assumption of operations; and,

WHEREAS, his tireless efforts substantially contributed to the development of today's system of mass transportation, which has achieved the enviable reputation as one of the most outstanding in the nation; and,

WHEREAS, this noted success of the District attests to the remarkable abilities and devotion to duty of John R. Worthington.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Alameda-Contra Costa Transit District that this Board does hereby express its sympathy to his wife and family, and its deep sense of loss, both personally and on behalf of the District, occasioned by his untimely passing.

Adopted February 14, 1962.

Death of Manager Loss to District

(Continued from Page 1)

In his 44 years of transportation experience, Mr. Worthington had compiled practical, operating knowledge in the varied fields of steam railroading, urban and inter-urban electric railways and local and inter-city bus operations.

A native of Oakland, Mr. Worthington was educated in local schools before joining the Southern Pacific as a messenger in 1917. Typically, he quickly worked his way upward, transferring to the executive offices in 1929.

While in a supervisory status, he was transferred in 1937 to Pacific Electric Railway at Los Angeles as assistant superintendent. He remained with that company until 1947, serving as general superintendent of the entire bus and rail passenger operations.

When National City Lines purchased the Key System in 1947, Mr. Worthington accepted the position of assistant transportation consultant and operations manager. He also served as executive assistant to the president and transportation engineer.

Mr. Worthington resigned in 1954 to organize and manage the California Bus Association, representing the more than 140 bus carriers in California.

He first came to the fledgling AC Transit District in 1958 as its engineering consultant. He was well recognized as an outstanding expert in the field of trans-

(Continued on page 9)

What the Editors are Saying About Transit

Oakland Tribune

John R. Worthington

OAKLAND, the East Bay and the Bay area has lost one of its most accomplished transit authorities in the death of John R. Worthington.

When death claimed Mr. Worthington Saturday, he was general manager of the new and highly successful Alameda-Contra Costa Transit District, but his career spanned 45 years in the transportation field.

A native of Oakland and a man long devoted to civic enterprises and the betterment of the city, Mr. Worthington spent most of his long career in this area, although his name was known and respected throughout the nation and his advice sought.

After the new Alameda-Contra Costa Transit District took over from Key System—a firm for which Mr. Worthington served as operations manager for several years—he was named engineering consultant for the new District and six months later was appointed general manager.

The present public acceptance and support of the new District is a testament to his ability. As AC board of directors' president William J. Bettencourt, said of Mr. Worthington, "His death is a great loss to the District and the community he so faithfully served."

Worthington

(Continued from preceding page)

portation when he was named a short time later as the district's first general manager.

Under his management, the district rolled into operations with a long list of improvements – including new equipment, improved and new bus service and major West Coast innovations such as air conditioning.

His determination to give the public good bus transit, coupled with equal endeavor by the Board of Directors, is credited with the district's present position as one of the few transportation systems in the nation recording an increase in passenger revenue.

Mr. Worthington made his home at 4721 Lincoln Ave., with his wife, Ethel. He is also survived by four children and nine grandchildren.

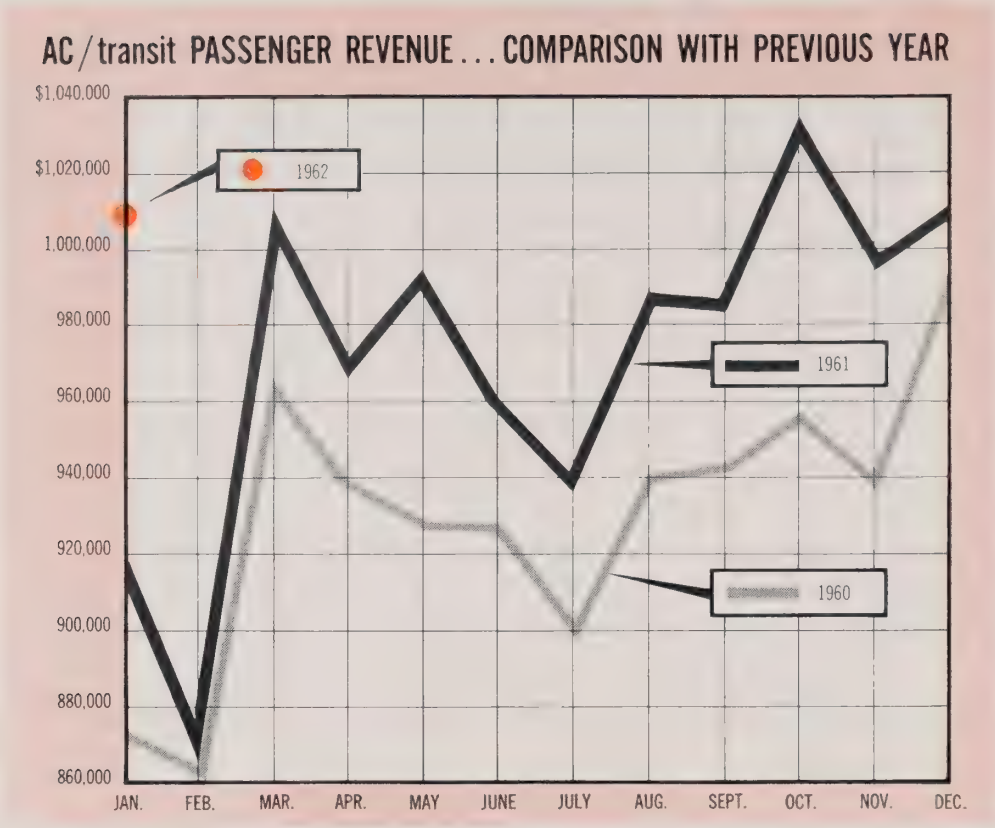
Extension of Health, Welfare Plan Adopted

Adoption of a health and welfare plan for 155 non-union employees has been set for July 1, pending choice by the workers of a preferred program.

The board has given the go-ahead on a health plan, based on contribution by the district of $5 a month per worker, the remaining cost to be paid by the employee. The plan will cost the district an estimated $9,300 a year.

Employees have been asked to select a program from three deemed by the study committee as the most desirable. The plan will be put into effect after the results of the survey are studied.

The board also has directed that initial steps be taken to include new non-contract workers in a pension plan already covering former Key System and union employees. The plan was taken over by the district at the time it acquired Key System Transit Lines.



AC Transit income totaled $1,064,785 for December, an increase of $29,184 for the month.

Receipts covered operation and maintenance expenses, plus $44,283 toward retirement of bonded debt.

Total income was approximately $75,000 short of fully providing amortization of property purchased from Key System and depreciation of new equipment, John Larson, treasurer-controller, reported.

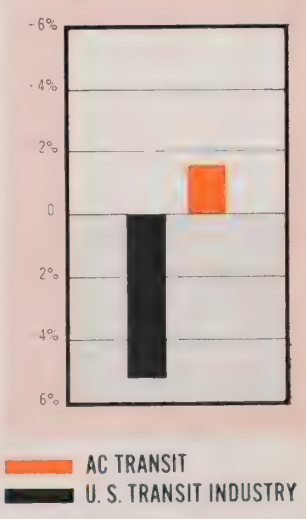
Studies had projected a deficit over next several months, however, while passenger growth catches up with improvements.

During the first half of the fiscal year, all costs, including depreciation and bond interest were earned and a surplus of $170,052 accumulated towards bond retirement, Larson said. Budget projections for the period had anticipated a $75,600 deficit.

Operating and maintenance expenses of $984,065 were an increase of $87,313 over the same month, 1960, due to a greater operating mileage—an additional 133,373 miles for the month—and increased wages.

DECEMBER PASSENGERS

Percentage Change From Previous Year



At Home He's Boss

Trolley Enthusiast Runs Own System; No Worries About Passenger Revenue

When he was a youngster, Richard "Dick" Bertz, mechanic leaderman at the East Oakland division, had just two interests. One was riding the street cars and the other was spending the rest of his time at the street car barns.

Naturally, he grew up to get a job at Key System, but time and World War II service as a Marine at Guam and Iwo Jima brought a change in transit and "Dick" never did get to spend much time on his favorite trolleys.

So now he has his own trolley system, the "Harbor View Traction Co.", which runs around the walls of his garage at 17150 Via Media, San Lorenzo.

Although "Dick" has already built a number of units to operate on his 85 feet of track, he's started on a new project, the construction of former Key System equipment, built from original blueprints, on a one-eighth of an inch scale.

He's completed siderod wrecker 1011, rebuilding freight motor 1001, and is working on line car 1201. And he expects eventually to have a good representation of work and passenger equipment in running order.

"Dick" runs his trolley system on overhead wires, operating one section off a San Francisco street car controller and the other, off a former Key System controller.

The trolleys roll through miniature towns, labeled in memory of the Sacramento Northern line, Oakland, Lafayette, Walnut Creek and Pittsburg.

As "president" of his own company, "Dick" has passes—signed by himself—and his own color scheme of yellow and brown.

In case you're wondering how he solved the doorway problem at his garage, an eight-foot trestle—which lifts up—bridges the gap, so his little cars can get across and his family car can get in.

Dick's wife, Dorothy, enjoys his hobby and his oldest son, David, 5, can run the system like a veteran.

But, as he says:

"I still have to do a little brain-washing on the youngest, Douglas, 2."

MR. PRESIDENT — Head of a "traction company" he's building himself, Richard "Dick" Bertz is patterning equipment after former Key System cars, like wrecker No. 1011 (right) and line car No. 1201.

ACTIONS OF THE BOARD

At an adjourned regular meeting January 23, 1962, the Board of Directors:

• Tendered appreciation to Commissioner Bradford Crittenden and Inspector Daniel O'Connell of California Highway Patrol for assistance and cooperation in speeding movement of transbay buses, on motion of Director Coburn.

• Approved purchase and installation of air springs on 2000 series buses, on motion of Director Coburn.

• Approved program to include non-contract employees in health and welfare plan, on motion of Director Barber.

• Approved service changes on Lines 81-San Lorenzo and R-Hayward in area of Washington Manor, on motion of Vice President Copeland.

• Declared surplus and authorized sale of property at Wala Vista and Carlston Aves., Oakland on motion of Vice President Copeland.

* * *

At the regular monthly meeting February 14, 1962, the Board of Directors:

• Approved changes in specifications for new buses to permit flexibility in selection of equipment, on motion of Director Coburn.

• Approved changes in lease covering automobiles used by claims department personnel, on motion of Director Coburn.

• Adopted initial procedure for establishing pension plan for non-contract personnel, on motion of Director Barber.

• Adopted revised description of position of treasurer-controller, on motion of Director Coburn.

• Memorialized achievements of John R. Worthington, general manager, and expressed sympathy to his family, by unanimous declaration.

TRANSIT TIMES

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Alan L. Bingham, Editor

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Rider Proves 'Golden Rule' Principle

A bus passenger proved to employees at the general offices recently that she believes in the "Golden Rule."

The rider, Mrs. Alzada Stowers, 669 39th St., Oakland, stopped at 1106 Broadway to report she had left her purse, containing all her money, on a bus. When she was given a token to get home, she voluntarily promised to return it.

Sure enough, she made a return trip to repay the token. Later, Mrs. Stowers discovered that someone had deposited the lost purse at her doorstep.

TRANSIT TIMES
Alameda-Contra Costa Transit District
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For the Good of Your Community

Vol. 4 No. 11 OAKLAND, MARCH 1962

Commuter Sales Up 8.5 Percent for Month of February

Success of the exclusive bus lane in moving commuters across the Bay Bridge and in getting riders to switch from private cars to public transportation was indicated by an 8.5 per cent increase in the sale of commute books in February.

Although a jump in commute sales was noted after the bus lane was established by the State January 15 to take some of the pressure off rush hour congestion, the February figures were the first to cover a full month of special lane operations.

Sales for the month totaled $146,400, an increase of $11,400 over February of last year. Overall transbay revenue for the month showed a 2.1 percent increase over February, 1961, despite one less working day and severe rainy weather.

While commute book sales increased, the sale of single ride tickets declined 5.8 per cent, from $51,900 in February, 1961, to $48,800 in February, 1962.

The drop was attributed to weather and to the loss of a regular working day, but was also seen as an indication that more casual riders have become regular commuters.

As a result of the special lane, buses can make the bridge crossing in 12 or 13 minutes, about twice as fast as autos in evening rush hour traffic.

Possible Annexation To Transit District Studied by Tri-Cities

Possible annexation to the Alameda-Contra Costa Transit District was under investigation this month by municipal and business leaders of the tri-city area of Fremont, Union City and Newark.

At issue is the question of providing bus service to 70,000 residents in a 113 square mile area encompassed by the cities in Washington Township.

As a result of studies made by a subcommittee of the Washington Township Committee for Inter-District Relationships, the committee recommended that city councils of the three cities make a formal request to the transit district for information on obtaining bus service.

The committee, composed of delegates from public bodies in all three cities, has been spearheading establishment of transit service in the area, noting tremendous growth of the area and a population figure that is expected to double by 1970.

The request for city council action was made by the committee following an informal meeting with AC Transit officials which dealt with the possibility of annexing to the district.

District officials agreed that the three cities should take the initial step if they want AC Transit service in the area, by transmitting a formal exploratory request from the city councils to the district.

(Continued on Page 8)

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New Commuters Find It's Fun

A bus may not look like a ferry boat. And it certainly doesn't act like one.

So the 32 Hayward-San Lorenzo Freeway Express may be the first East Bay commuter bus to boast of a ferry boat aura. The commuters are playing cards in the back of the bus now, to prove the joys of unconcerned riding.

True to old-time commuting tradition, the game is Hearts, with a varying number of riders taking part—depending on who catches the bus that leaves Fairway Park at 6:28 a.m.

Play gets underway on the morning trip after the San Lorenzo stop, resumes again on the Line 32 Express that leaves 11th and Franklin Sts. in downtown Oakland at 4:59 p.m.

Some of the players make both sessions, some play just in the morning or in the evening but according to the bus drivers, "whoever plays sure has a good time doing it."

Most of the players switched to the express from their own car commuting. Then in casual talking, they got the idea that it would be fun to play cards.

At first they used a flat lunch box of Frederick W. Price as their "card table". Then Price, who lives at 30 Lafayette Ave., Hayward, and catches the bus at Fairway Park, offered to make a card table if somebody else would carry it—he has eight blocks to walk.

This was agreeable and Price made the table, a neat covered affair which folds in the middle and has a carrying handle.

The players take over the back of the bus and, along with varying "kibitzers," enjoy the services of Jerryi Zinnel of 23245 Jorgensen Lane, Hayward, as scorekeeper.

In the camaraderie of commuting, the men have welcomed women to the group and have even allowed Barbara Hixson of 17268 Via Chiquita, San Lorenzo, to serve as part-time table toter, as well as sub score-keeper.

Play is just for fun and if they don't finish a game during the run, they start

ANYBODY FOR CARDS?—Riders on Line 32 Hayward-San Lorenzo Express have not only revived the traditional commuter game of "Hearts," they're having a whale of a time doing it. The game is a regular event on the 6:28 a.m. schedule out of Fairway Park and homeward bound, on the run that leaves 11th and Franklin Sts. at 4:59 p.m.

to Ride the Bus

all over again the next trip. All together, the group includes:

Price; William L. Moriarty, 26446 Mockingbird Lane, Hayward; E. A. McFaddin, Jr., 1399 Linfield Lane, Hayward; Delmar Schmidt, 24726 Brentwood Ct., Hayward; D. C. Bernhardy, 35734 Orleans Dr., Newark; Jacqueline Tullis, 1737 Via Buena Vista, San Lorenzo; Arnold Soto, 17209 Via La Jolla, San Lorenzo; Gil Okeson, 25586 Barnard St., Hayward; Jim McCollam, 17428 Via La Jolla, San Lorenzo; Bruce Bradley, 15902 Via Descanso, San Lorenzo; Barbara Hamann, 26749 Chiplay Ave., Hayward; Jim Witterman, 17830 Via Arriba, San Lorenzo; W. F. Watkins, 637 Lebanon St., Hayward, along with the score-keeper and sub score-keeper.

Although they may be the first regular bus commuting card players, they know they're not original. They share the freeway in the morning with a Volkswagen bus that also has a busy card game underway in the back!

Fare-Cut for Senior Citizens Voted Down By Board 'At Present'

Concluding a nine-month study, AC Transit directors decided this month against cutting fares for senior citizens at the present time.

The board followed the recommendation of its project development committee in rejecting the requested fare cut for all of the East Bay's estimated 88,000 residents over 65 years of age.

The action was based on the experience of several transit companies, which found the loss of revenue from reduced fares was not compensated by a corresponding increase in riding.

In recommending against reducing fares for a specific group at this time, the committee stressed it was leaving the "door open" for further consideration, if the experiences of other cities show that the fare cut results in the doubling of patronage, as senior citizen groups have estimated.

Senior citizens proposed a 10 cent fare during off-peak hours, as compared to present fares of 25 cents or five tokens for $1.

They also found that out of 315 cities canvassed, only four have a program of reduced fare privileges. Of the four, three are on an experimental basis.

None of the four transit companies have found that riding increased enough to compensate for the loss of revenue. In Des Moines, Iowa, transit officials felt they had gained some goodwill and public relations value from the experiment and that some change had been made in riding habits of older persons from peak period times to off-peak periods.

Because of potential revenue loss, a reduced fare plan has been twice rejected in San Francisco and in Cleveland.

Early Day Workers Taken by Death

Death came on March 12 to two early day transit workers, William H. Brown, 84, and David B. Buras, 64.

Brown, who lived at 2102 Buena Vista Ave., Alameda, started work in the Oakland yards in 1906 and was pensioned in 1949 after working 45 years on the trains.

Buras went to work as a street car operator in 1923, switched to bus operations in 1935 and was pensioned in 1948, after a brief period as a traffic checker. He lived with his wife, Sally, in Biggs, Calif.

Nick Genovesino, 82, of 19884 Forest Ave., Castro Valley, died on March 3. A janitor at the Oakland yards, he entered service in 1915 and was pensioned in 1944.

William Rathie, 75, early day street car and train operator, died January 30. Mr. Rathie, who lived at 615 Brooklyn Ave., Apt. 3, Oakland, came under the Key System banner May 12, 1926, working on the cars and trains before transferring to the maintenance department in 1948. He was pensioned in 1956.

Sophus F. Nelsen, 63, pioneer bus operator, died February 5. He came to work as a motor coach driver in 1927 and later served as an instructor and supervisor. Mr. Nelsen was pensioned in 1959. He lived with his wife, Fern, at 3985 Rhoda Ave., Oakland.

Hopefuls 'Shoot Works'

Office employees from the Emeryville division took a fling at making their fortunes during March, chartering a bus for a weekend junket to the "easy come, easy go" tables at the south end of Lake Tahoe.

Some 45 persons made the trip including wives, friends and AC workers. The charter was organized by Robert Dunn, senior clerk in purchasing stores.

Word has also been received of the death last September of J. G. Ramsey, 84, who went to work in 1904 as an operator for East Bay Transit Co. Pensioned in 1937, he made his home in Calistoga.

New Employees Join Transportation Ranks

The following new employees joined AC Transit District during February:

General Offices

Accounting: Donald L. Orr, 1547 Lincoln Way, San Francisco, accounting clerk.

Claims: Donna Mae Knott, 1919 Cedar St., Berkeley, typist clerk.

Legal: Edna M. Lipsius, 2036 Sandcreek Way, Alameda, legal secretary.

Emeryville Division

Bus Operators: A. J. Carl, 1617 Central Ave., Alameda; W. R. Bernett, 22185 Center St., Apt. 7, Castro Valley; Harold Russell, 568 47th St., Oakland; A. P. Ragone, 8047 Holanda Ct., Pleasanton; D. R. Page, 344 13th St., Oakland.

Purchasing and Stores: Morris M. Clevenger, 12723 San Pablo Ave., Richmond, parts clerk.

Richmond Division

Bus Operators: O. L. Arms, 1086 Castro Rd., San Pablo; E. D. Thompson, 2021 Crucero Ave., San Pablo.

Seminary Division

Bus Operators: W. R. Hanners, 3027 Blossom St., Oakland; J. L. Snyder, 1323 98th Ave., Oakland; D. F. Kilpatrick, 1068 Rengstorff St., Mountain View; Milton Starks, 947 75th Ave., Oakland.

Maintenance: Royal J. Kainoa, 4982 Reade Rd., Oakland.

RECEIVING END—Bus operators at Richmond Division get the full treatment after winning safe driving honors. Serving are apron clad N. P. Alevizos (left) transportation superintendent at the division, and Safety Engineer Gordon Wadsworth. Among honored drivers were, left to right, Robert Willis, Donald Hanks, L. L. Jahraus, J. E. Gregg and W. F. McClure.

Richmond Drivers First to Top Goal

Laurels—plus coffee and doughnuts—were in order this month for Richmond division bus operators, who won safe driving honors by tallying up 12,161 miles per accident during February.

As a result, the Richmond drivers became the first to break the "bogey" of 12,100 miles per accident set up by the safety department last October.

Although different divisions have come close to the mark several times, the operators from Richmond finally managed to push over the top, with 61 miles to spare. Close on their trail were Emeryville drivers, who lacked only a few miles of breaking the barrier.

More than 150 drivers collected the "victory" dunking.

The new safe driving program, based on miles per accident, gives each division an equal chance regardless of the number of buses assigned to the various divisions, according to Safety Engineer G. G. Wadsworth.

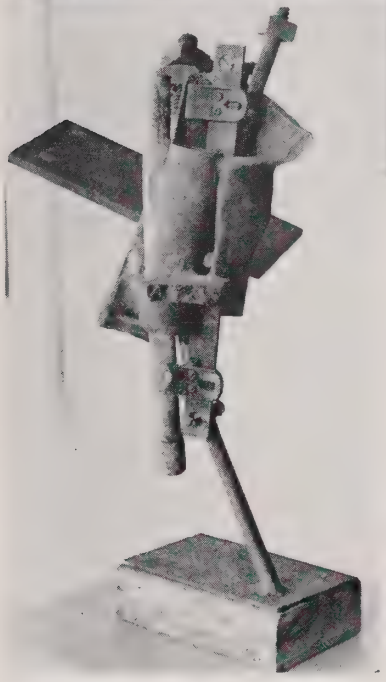
Meanwhile, a record 16,890 miles per road call brought honors and the award of a new road call trophy to AC Transit mechanics at the Richmond division.

The trophy, won in January by mechanics at the Emeryville division, was moved into a glass case at the Richmond terminal, after mileage figures were tallied for February.

The revolving trophy is presented to the division that scores the highest mileage per road call for a month.

Total mileage turned in at each division is divided by the number of road calls for mechanical help, to determine the winning department.

BOLTS TO BOWLS—The designer-craftsmen annual show at Richmond Art Center gives viewers a chance to admire and envy.



WHAT IS IT?—Turn an artist loose in the scrap pile and this is the result, a prize for the "junk sculpture" exhibit at the center.

Transit Trails

Something for Everybody at Art Center

By Virginia Dennison

Did you know that a bucket of bolts can be beautiful? Or how to make a dragon's head (what every home needs?).

Or that Richmond, the ship-riveting boom town of war years, has one of the finest art centers in the world, as part of a Civic Center that's without a peer in the Bay area?

For a pleasant expedition, guaranteed to arouse envy and at least a smattering of culture, AC Transit has picked the art center for its March bus tour of the month.

The civic center as a whole has its attractions from many viewpoints, as a model of excellent planning, including civic buildings and an excellent modern public library.

You'll pick up some of the feeling by walking through the gardens to the art center at the end of the plaza.

The center functions as a community

WHAT EVERY HOME NEEDS —A patio for browsing and sitting and creations like the dragon head, right, are among art center attractions.

art institution—which means it tries to have something for everybody.

For viewing purposes, there are galleries, with 36 different shows each year. One of the most popular, the designer-craftsmen annual competition, opened in March and will be on view until April 15—a rare chance to see creations from California's top artists.

The range includes fantastic examples of weaving, pottery, metal work, mosaics —all the things you wish you could do. It's also a chance to see an exhibit of "junk sculpture"—which looks like something anyone could do—with the help of an automobile accident.

Along with things to look at, the center includes a lot of things to do, classes for adults and children in varied arts, with some of the finest teachers in the west.

Besides the studios and workshops, there's a rental gallery, where—for a small fee—visitors can walk off with any work in the exhibition.

The Richmond Symphony Orchestra and the Richmond Ballet Company also function as a division of the center program—and classes in these fields are part of the center activities.

Classes are at varied times, daytime and evenings, but the galleries have these hours: Monday through Friday, 9:30 to 4:30; Monday through Thursday, 7 to 9:30; Sunday afternoon, 2 to 5 p.m. To reach the center by bus, take Line 72-M (downtown Oakland terminal at 11th and Jefferson) which runs to Richmond along San Pablo Ave. The transbay Line L also passes the center, located at 25th and Macdonald Ave.

REMEMBER WHEN?—Only a few old-timers probably recollect Oakland's splendid Tubbs Hotel at East 12th St. and Fifth Ave. pictured here as it looked in a "Picturesque Oakland" publication of 1889. The Oakland, Brookline and Fruitvale R.R.—better known at "Tubbs Line"— was one of first horsecar lines, built to get patrons from the railroad depot at 7th and Broadway to the hotel, for fare of 10 cents.

Transit Veterans Retire from District

John F. Ruggles, cleaning foreman at the Emeryville division and a bus operator when the "fleet" consisted of four motor coaches, retired on March 1.

On his last day of service, Ruggles was guest of honor at a luncheon hosted by Maintenance Manager Brooks Rice.

A former motorman and coach operator, Ruggles, 68, entered service in 1922, became a coach cleaner in 1932 and foreman in 1942. He lives at 476-B 42nd St., Oakland.

Also pensioned on March 1 was Lonnie L. Barker, 65, of 3802 Shafter Ave., Oakland. He went to work in 1935 as a conductor at Western division and became a coach operator at the Emeryville division in 1942.

Tri-City Area Considers Bus Service

(Continued from Page 1)

Subsequent studies would be required to determine service needs, operating costs and revenues, route locations and whether the tri-city area would annex to the existing operating zone of the transit district or set up a second special service zone for the Washington township area, within the overall AC district. Present tax levy in the existing AC Transit operating zone is 2.9¢ per $100 of assessed valuation.

There must be mutual agreement between the cities and the district that the service is desired before formal legal details and engineering studies can be undertaken, it was pointed out.

AC Board President William J. Bettencourt noted:

"The district is taking all steps possible to meet the many transportation needs of East Bay residents. If it is determined there is a need for additional public transportation in the Washington Township area, we will be glad to offer our full cooperation in helping the cities decide how these needs can best be met."

Crowds Turn Out for Start of Line 93

A rain storm dampened everything but the enthusiasm of San Lorenzo and San Leandro residents, who turned out by the hundreds this month to ride free on AC Transit's newest bus service, Line 93-Hesperian Blvd.

Because of the crowds, extra buses were called into service in mid-afternoon and all rolled with full loads, plus some standees.

Despite the rain, it appeared that everybody wanted to try the bus. Transit inspectors found the riders included mothers shepherding their youngsters aboard for their first ride; shoppers interested in finding out how long it took to reach shopping centers; school students taking advantage of the courtesy rides offered on opening day, and a surprising large number of men workers, using the bus for the first time instead of their car.

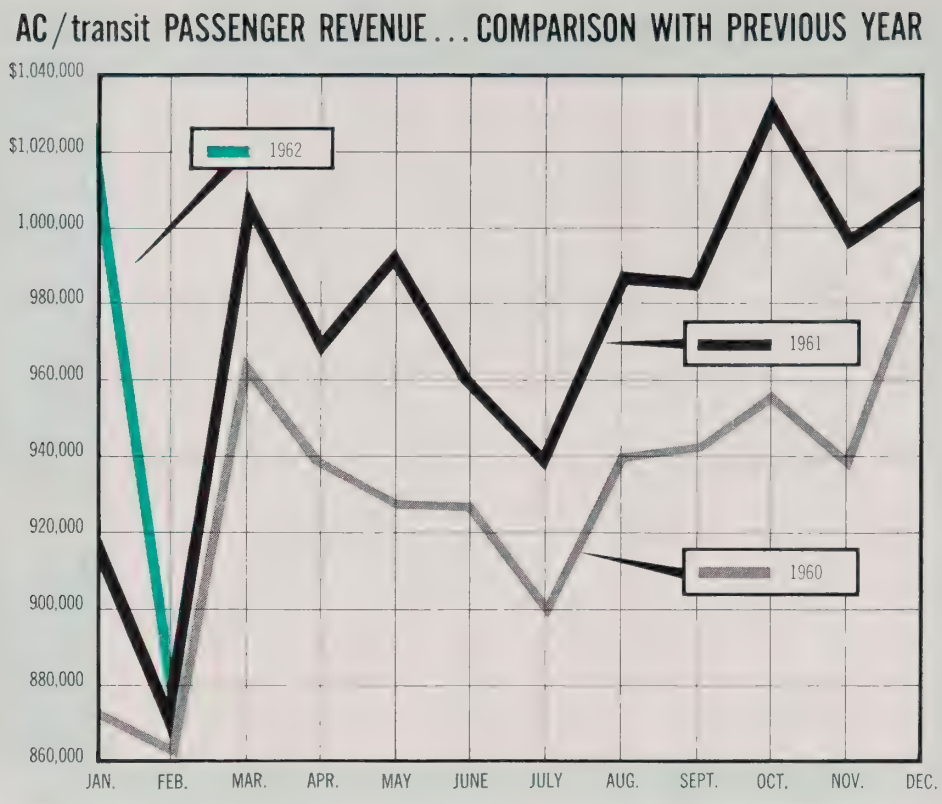
Welcome to Line 93 was extended officially during brief inaugural ceremonies at the Bay Fair Shopping Center, with San Leandro Mayor Jack Maltester; Arthur Pedemonte, president of the Bay Fair Merchants Association; John G. Blaisdell, president of the San Leandro Chamber of Commerce, and William J. Bettencourt, president of AC Transit directors, taking part.

Mrs. George Smith of 16158 Via Walter, San Lorenzo, first passenger to arrive during the ceremonies, was presented with a transit token holder and a corsage. At a luncheon following at Bay Fair, Bettencourt pointed out that the district is not only fulfilling the promises made for better service, but is forging ahead far beyond those promises with new ideas and improvements.

Getting off to a healthy start, Line 93-Hesperian Blvd. more than doubled its revenue during the first week of operation. Passenger revenue not only showed a daily increase, but took a jump on Saturday, indicating an unexpected demand for Saturday service.

The San Leandro chamber and Bay Fair merchants sponsored the free rides and joined in launching the service.

NEW LINE—Welcoming committee greets Mrs. George Smith, San Lorenzo housewife, with token holder and corsage on her arrival at Bay Fair shopping center during inaugural ceremonies for AC Transit's new Line 93. Left to right: William J. Bettencourt, district president; John Blaisdell, president of San Leandro Chamber of Commerce; San Leandro Mayor Jack Maltester; Mrs. Smith and Art Pedemonte, president of Bay Fair Merchants Association.



Passenger Gains Continue; Income Fails to Meet Costs

AC Transit carried 4,351,000 passengers in January, an increase of 380,000 riders over the same month a year ago.

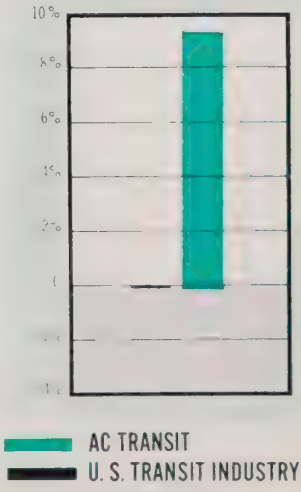
The 9.6 per cent passenger gain was reported by John F. Larson, treasurer-controller, who also disclosed that income for the month amounted to $1,063,000, an increase of $97,700 or 9.9 per cent.

Receipts covered operations and maintenance expenses, plus $33,880 toward retirement of bonded debt. However, income was approximately $122,000 short of fully providing amortization of property purchased from Key System Transit Lines, depreciation of new equipment and service of bonded debt.

Operating and maintenance expenses of $1,029,000 were an increase of $127,800 over January a year ago, due to greater operating mileage, amounting to 223,371 for the month, plus increased wages, amounting to 5.5 per cent, and changes in fringe benefits.

JANUARY PASSENGERS

Percentage Change From Previous Year



"Walkingest Man"

Track Walker Outlasts Trains and Rails; Trades Hiking Shoes for Pickup Truck

The "walkingest" man who ever worked for the Key System has stopped hiking and learned to drive a pick-up truck—but not because he's tired.

They took the rails away and the trains, so Louis A. Cooper, 67, hung up his walking shoes as the last and heartiest of a now almost forgotten breed of transportation men—the track walker.

For 27½ years, Cooper walked the rails, a familiar figure with his wrench over his shoulder, toting a broom, spike maul and oil can.

He walked the old Ferry pier, starting at Hollis St. and over the fill, the trestle and the pier itself, inspecting every inch of rail, making minor repairs when necessary, greasing the curves, sweeping out waiting rooms.

He walked track all over the East Bay, but most memorable—and miserable—of all, Cooper walked the Bay Bridge from the day the first train ran on Jan. 15, 1939 until the last train crossed the span in April, 1958.

And he'd probably still be walking if buses hadn't replaced the trains. As it is, he now drives "in style" as a building maintenance worker for AC Transit—with no plans of retiring from 40 years of service.

It was always cold on the bridge, always windy, frequently dangerous.

His closest squeak, however, came on the Key pier. His wrench slipped in grease and hit the third rail, to be instantly burned apart. He fell back, missing the rail, but engulfed in fire. His work clothes were heavy and he was able to beat out the sparks.

Unofficial "mayor" of South Berkeley—he's lived at 2790 Grant St. since 1928—Cooper went to work on the extra gang for Key System early in 1922. He was promoted to track walking on Jan. 1, 1931, kept at it until 1958. He's never even been sick, except for a cold back in 1923.

Louis A. Cooper
He walked the rails.

Veteran of Navy service in World War I, Cooper is active in veterans affairs and for years, took a "busman's holiday"—drilling and blowing a bugle on off hours, after walking miles of track in the day time.

"It's all the same gait and rhythm—shoulders back and chest out. That way you never get tired."

ACTIONS OF THE BOARD

At an adjourned regular meeting February 28, 1962, the Board of Directors:

• Approved replacement of obsolete equipment by purchase of 10 new autos for AC supervisors and two trucks at an estimated cost of $24,000 on motion of Director Coburn.

• Named Kenneth F. Hensel acting General Manager, and terminated consulting services of labor, accounting and engineering advisors, on motion of Director Berk.

• Approved payment of accumulated vacation and expense credits due and owing the late General Manager, on motion of Director McDonnell.

• Increased maximum authorization for number of bus operators to 1,000, on motion of Director Warren.

• Authorized purchase of office furniture and other facilities from Transit Casualty Company at a cost of $3,125, on motion of Director McDonnell.

• Authorized sale of 3,630,000 surplus tokens formerly belonging to Key System Transit Lines at a scrap value of $2,370, on motion of Director Barber.

• Approved sale of two gasoline-powered buses to Gray Line, Inc., for a total of $5,000, on motion of Director Coburn.

At the regular meeting March 14, 1962, the Board of Directors:

• Voted to invite representatives of major Bay Area transit companies to develop a liaison organization concerned with improving coordination of the area's transit operation, on motion of Director Coburn.

• Voted against reduction in fares for senior citizens at this time, on motion of Director Coburn.

• Authorized inspection tour by a maximum of four directors and a staff representative concerning promotion projects to increase transit patronage in the cities of Philadelphia, Cleveland, Cincinnati and St. Louis, on motion of Director Coburn.

TRANSIT TIMES

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Alan L. Bingham, Editor

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Vol. 4 No. 12 OAKLAND, APRIL 1962
UNIVERSITY OF CALIFORNIA

Board Names New General Manager, Buys 30 More Buses to Meet Gains

Streamlining of Routes Among Transit Projects

Kenneth F. Hensel, who started in the industry 32 years ago as a bus driver, took over as general manager of AC Transit this month on a note of further transit progress.

As assistant general manager under the district's first chief administrative officer, the late John R. Worthington, Hensel helped to put into operation the program of transit improvement that has resulted in the district's recognition as one of the top transit systems in the Nation.

But not content with achievements of the present, Hensel said upon his appointment:

"With the tremendous advantage of motor coach flexibility, we think the time has come to study each of our lines, to bring operations up to date with past growth and to get in shape for future progress and population changes."

Service Improvement

With most of the basic service improvements already in operation, the new general manager said the district now plans to look ahead into the promising field of speeding up service and streamlining district routes.

Many of the lines date back to the

(Continued on Page 2)

New Liners to Be in Service This Summer

Another 30 new buses were ordered by the district this month for use on East Bay lines to keep pace with zooming passenger growth.

The buses, to cost approximately $790,000, will raise the total of new AC buses to 280.

Contract for the coaches was awarded by the board to General Motors Corp., only bidder on the 96-inch wide model selected by the district. The buses will seat 45 passengers and are almost identical to the 700 series now in service on such routes as the Oakland Ave. and Montclair lines.

Neighborhood Lines

The new equipment is designed for use on neighborhood lines now operating with older buses. Because patronage has increased beyond original expectations, the new buses will only partly solve a serious equipment problem. As a result, the district will retire about 15 of the older coaches when the new buses arrive, retaining others for fill-in service.

Delivery will start about the middle of July and is expected to be completed by August 15. With delivery of the new buses, the total AC Transit fleet will be increased to 660 coaches.

New Manager Looks to Further Progress

(Continued from Page 1)

dusty days of the East Bay's beginning, when horse cars shuffled off in all directions, but usually to reach a real estate promotion. The transportation that followed used the same routes, regardless of changes in population and population densities.

"I believe we can do a better job of service and bring convenient bus transit to a greater number of residents if we now take a look at these routes and decide where we want the bus to run, instead of just blindly following the old-time pattern," he said.

In choosing Hensel over 50 candidates, board president William J. Bettencourt said the directors felt he has the "experience and imagination to put into practice the progressive thinking of the board of directors."

"The district has come a long way and is doing well," according to Hensel, "but there is still a lot more to do to reap the greatest benefit from what transit can do for the area."

Hensel, who joined the district as operations manager in August, 1960, served as acting general manager after Worthington's death.

Like Worthington, who started out as a messenger boy, Hensel knows both sides of the transit picture, from the viewpoint of bus drivers and workers and from the view of management.

One of his first activities after joining the district was to help negotiate a new contract with the Carmen's Union which assured labor peace for two years.

Kenneth F. Hensel
General Manager

Industry Leader

A recognized leader in the transportation industry, he previously served as a vice president of American Bus Lines. He also served as president of Gibson Lines while that Sacramento Valley transportation company was a subsidiary of American Bus Lines. Formerly, he was president of Denver-Salt Lake-Pacific Stages, another American Bus Lines subsidiary.

He worked up through the ranks to reach executive status after starting out in 1929 as a bus driver for Burlington Transportation Co. in Chicago, Ill.

Hensel, former president of the California Bus Association, makes his home with his wife, Dorothy, at 533 Camden Rd., Alameda.

MORE INFORMATION

A note or phone call to the transit district—OLympic 3-3525—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

District Opposes PUC in Hayward Service Interference; Threat of Curtailment Cited

AC Transit directors gave notice this month the district will oppose the State Public Utilities Commission in its recent decision granting rights to Peerless Stages to provide local service between Hayward and downtown Oakland.

The recent PUC decision authorizes Peerless to operate the local bus service despite a California Supreme Court decision which states that the PUC cannot allow transit competition in areas actually served by a public bus company.

Fearing that the PUC ruling could result in curtailed service between Oakland and Hayward and adversely affect the public interest, the AC board of directors directed their attorney, Robert E. Nisbet, to take appropriate action to obtain a reversal of the PUC order. If the commission refuses to rehear the case, Nisbet will be free to take the matter to the State Supreme Court.

"Return to the 1920s"

William J. Bettencourt, president of the board of directors, said the ruling could result in a "return to the 1920s when transit companies began curtailing service on competitive lines because there wasn't enough business for both companies."

Nisbet said the PUC ruling was practically "unprecedented," and that the commission reversed a policy of long standing where local transit companies have been given a monopoly and encouraged to expand their service to the fullest frequency possible without the "watering effects" of competitive service.

The PUC order also is in conflict with one of the primary purposes of the publicly owned district which was to unify and expand transit service among the East Bay cities, he noted.

At the time the Peerless application was before the commission, the district took no position and AC representatives appeared at the hearings only as observers.

The commission already has permitted Peerless to charge fares approximately 5 cents lower than the AC token rate.

Contract Violation

Nisbet told the directors that the PUC authorized local service by Peerless even though no showing had been made that "public convenience and necessity" required the additional service.

The attorney also cited a 25-year-old contract between Peerless and Key System's predecessor in which Peerless was paid some $216,000 for its local operating rights between Hayward and Oakland.

Since AC Transit purchased assets of Key System, the contract is still valid, Nisbet said, and has been violated by the PUC order.

Service Expanded on 5 AC Lines During Month

Transbay express service was expanded during the month, providing additional commute schedules on three San Francisco lines for riders in Richmond, Alameda and southern Alameda County.

The additional schedules were inaugurated on Lines L-Richmond, W-Encinal Ave. in Alameda, and R-Hayward operating via San Leandro.

AC directors also approved expansion of service on Line 92-Calaroga Ave. in Hayward to better service the Palma Ceia Shopping Center and Westwood residential area on Hesperian Blvd.

Buses regularly operating on Calaroga Ave. were rerouted beginning Apr. 16 over a portion of Hesperian via Chanslor and Turner St.

Additional bus service also was put into effect for Montclair students attending Montera School in Oakland.

BIRD'S EYE VIEW—A section of downtown Oakland from the 28th floor of the Kaiser Building provides a new look for a transit tour.

SARI, ANYONE? — Mary Crane, manager of India Imports, helps to set tone of International Arcade, one of Oakland's "must see" places.

Transit Trails

Kaiser Center Adds 'Oomph' to Bus Tour

By Virginia Dennison

If Oakland has an interesting skyline these days, credit can be given to the arc-shaped Kaiser Building, which not only stands up against the sky, but stands out as a tourist attraction of the "mostest."

The view from the 28th floor of the building is a gasp for any visitor, especially if you look down—way, way down. It's reason in itself to plan a bus trip to Kaiser Center—including the building, shops and roof garden.

To do the building itself, you'll want to take one of the free, conducted tours open to the public. It's the only way to get to that tip-top.

The tours leave from the lobby information desk at 10 a.m., 2 p.m. and 3:30 p.m. daily, except on Saturday and Sunday. The tour, which takes about 45 minutes, winds through the lobby and second floor, including the spectacular auditorium. It's topped off with the otherwise "off limits" lift to the 28th floor and birds-eye view.

If you don't want the pilot's peek, you can enjoy Kaiser Center on your own, Monday through Saturday. Start with the building lobby and its shops, which prove it's fun to look, but more fun to buy.

Take the escalator to the second floor

SKY GIANT — From the Kaiser Center roof garden, the Kaiser building presents a "dizzying" pattern of stone, metal and glass.

ROOF GARDEN— Only the skyline indicates this beauty spot is high above city streets.

and you'll find excellent art exhibits, excellent dining facilities, an excellent view over Lake Merritt.

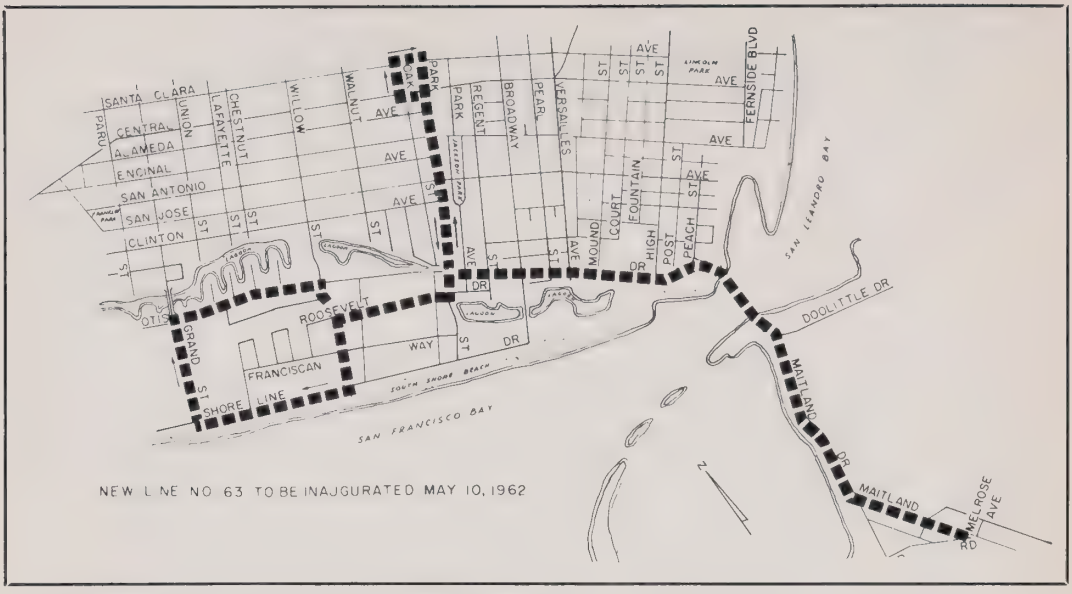
You'll also find you can walk on a red carpet, like royalty, to reach the Lanai shops. Elegant!

Cross over the bridge to the garage, take the first elevator on your left, and you'll step into another wonderland, the roof garden. Shows what gardeners can do!

From the garden, about to burst forth in glorious rose bloom, turn your footsteps and stout heart into the White House. Don't plan to hurry through here or the adjoining Joseph Magnin store, nobody's that strong.

To keep the dazzle in your eyes a little longer, walk a short block to the International Arcade at 21st and Franklin Sts. You can watch Mary Crane of India Imports drape a fast sari or wander through the wares of India, the Orient, Greece and the Middle East, Norway, Morocco and Hawaii, among other lands. Or, if you eat, it's "gourmet" or in French.

To reach the Kaiser Center by bus, take Line 34 MacArthur express or Line 11 Oakland Ave. to 20th and Webster Sts. Or use any of the downtown Broadway buses, walk two short blocks up 20th to Webster.



EDGEWATER SERVICE—Route of new Alameda bus line linking South Shore residential and shopping area, Part Street business district and Bay Farm Island is shown above. New service initially will operate Monday through Saturday during midday and commute hours.

New Alameda Bus Line Starts May 10

Alameda will have a new bus line, providing additional service for the booming South Shore area and for Bay Farm Island, commencing May 10.

The directors voted to establish Line 63 to provide a direct link between the South Shore residential and shopping areas, the central shopping district along Park Street and Bay Farm Island.

The new service will supplement Line 64 operations in the South Shore area, and the service provided in the Bay Farm Island district by Line 79.

It will link the two areas, give additional service to the South Shore Shopping Center, and will also provide direct access to central Alameda business facilities and to transfer connections with other AC Transit service, particularly transbay Line W — Encinal Ave. in commute hours and transbay Line O — Santa Clara Ave.

School students also will be able to use the line to reach Alameda High School at Central Ave. and Oak St.

"Beach Line"

Riders from other East Bay points are expected to take advantage of the new line to reach the South Shore swimming area, by transferring from Line 51-58 to Line 63 at Santa Clara Ave. and Park St.

Basic schedules call for a 45-minute headway over the entire line Monday through Saturday. Additional service will be operated between South Shore and Park St. during morning and evening commute hours.

Maps Available

Maps showing lines operated by AC Transit and points of interest may be obtained at district offices.

What the Editors are Saying About Transit

San Leandro Morning News

Faith in Employees Shown by AC Transit

THE ALAMEDA-CONTRA COSTA Transit District has once more demonstrated its skill in the field of human relations by filling its top administrative position from within its own ranks.

The appointment of Kenneth Hensel as ACT general manager to fill the vacancy created by the recent death of John Worthington certainly must be reassuring to other ACT executives and employees who hope for promotion some day.

In too many cases, both in industry and public service, deserving employees find themselves blocked for advancement by the appointment of experts from the outside who do not have half the awareness of conditions as that possessed by an "insider."

Employee morale at ACT must be at a new high today now that the workers know that the public utility directors recognize the wisdom of Napoleon's maxim that each soldier carries a marshal's baton in his knapsack.

However, yesterday's board action should come as no surprise to those persons who have watched ACT operations from the beginning. Employee morale and attitudes took a big leap upward on the day that ACT took over the mess which had been created by the Key System's feudal attitude of employer toward employee.

In the words of an old vaudeville tag-line "What will they do for an encore?"

Kennedy Visit Gives District Big Day

Visit of President John F. Kennedy to University of California for Charter Day ceremonies was not only a big event for the East Bay, but a top day for AC Transit—the biggest yet in passenger revenue.

Every available piece of equipment was placed into service by the district to handle the estimated 300,000 residents who saw the President at Alameda, on the streets of Oakland and Berkeley and at UC's Memorial Stadium.

The crowds boosted the day's passenger revenue to a high of $45,864, not including the separate revenue from 45 buses chartered for the event.

The buses were used to take "everyone from the President down" to the inaugural luncheon at the Student's Union, to move regents and other top officials from the luncheon to the University House for a meeting with the President, and to take guests from the luncheon and University House to the stadium for the President's talk.

Kennedy traveled in his own special car, but the buses carried what a UC aide labeled as a "billion dollar load," top figures in the state's financial, industrial and business world. The university was enthusiastic in its praise of the spotless coaches and for the men assigned as drivers and reported that both did a "splendid job" without a hitch.

The other buses were chartered by Mills College and various other schools to take students to the stadium.

In addition, 68 extra buses were assigned to regular service to transport riders to the Berkeley campus from East Bay points and San Francisco.

At the conclusion, the break-up was orderly, with very little confusion, a lot less than a "Big Game" Day, despite the stadium crowd of 90,000.

First 'Park and Ride' Test Planned In Berkeley; Future Sites Studied

If AC Transit's first experience with a "park and ride" site is successful in Berkeley, bus patrons in other East Bay cities may have their own free auto parking facilities.

The district's board of directors has given the go-ahead to plans to develop the first free parking area, and study also will be given to developing similar facilities in Hayward, San Leandro and Richmond.

As its first step, the district has before the City of Berkeley a formal request for use of a site on Henry St., south of Berryman St., in the Northbrae residential area. The property is part of the vacant right-of-way of a former transbay rail line.

The Berkeley lot, proposed by Director William H. Coburn, Jr., would provide free, all-day parking for 50 cars. Buses on the transbay Shattuck Ave. line and the intercity express line between Berkeley and downtown Oakland would make a special stop at the lot.

Trial Period

The directors agreed to the Berkeley project for a five-month trial period, expending $2,800 for installation costs.

If successful, the district would plan to spend another $2,000 for permanent hard surface paving.

Director E. Guy Warren, chairman of the Hayward Chamber of Commerce transportation and highways committee, has asked that a study be made of a similar project on Mission Blvd., south of the Hayward Plunge, for benefit of riders on the transbay Mission Blvd. line; express Line 32 and Line 82, serving San Leandro and Oakland.

Study also is being given to similar facilities at two sites in San Leandro by the local chamber of commerce.

District Tallies Highest Passenger and Revenue Gains in State Transit

AC Transit topped all other major transit properties in the State last year by tallying up substantial passenger and revenue gains, according to tabulations by the California Public Utilities Commission.

In its first full calendar year of operation, AC Transit hauled 5.2 per cent more passengers than the 1960 total. Revenues increased 5.4 per cent.

The picture wasn't nearly so rosy for other lines, the PUC reported. Patronage of the state's 16 major mass transit lines decreased 3.7 per cent, although revenue was up 2.1 per cent.

To make the greatest actual gain among the major lines, AC Transit carried 9,350,650 passengers on transbay lines, compared to 8,891,386 in 1960. Revenue was $4,143,373, compared to $3,929,576 for the year before.

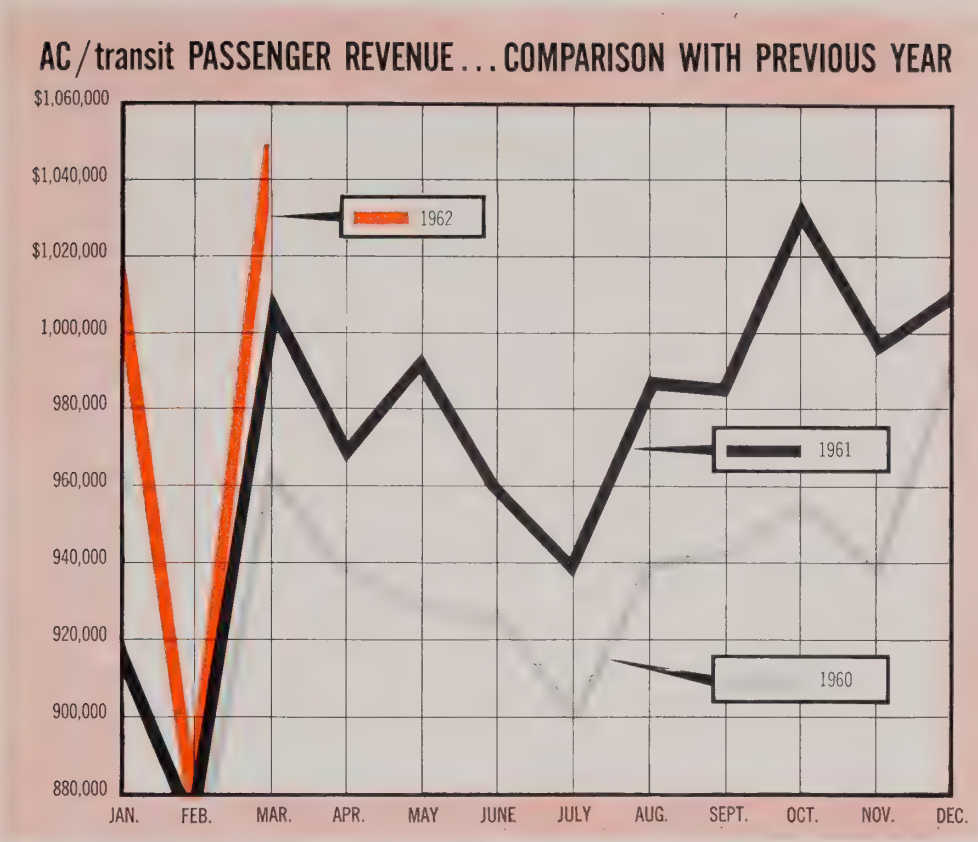
On local lines, passengers jumped from 38,277,926 to 39,486,366 and revenue, from $7,217,632 to $7,514,268.

IN MEMORIAM

John Orr, retired streetcar and train motorman, died April 1 in Jackson, where he had been making his home.

Mr. Orr, 79, entered service at the Central House carbarn in 1907, transferred to the trains in 1910 and was pensioned on July 1, 1944.

Luke Power, 77, former mechanic at the Emeryville division, died on April 10. He entered service in January, 1917, and was pensioned June 1, 1948. He lived at 1630 159th Ave., San Leandro.



Rider Growth on Increase; Expenses Top Revenue Gain

AC Transit carried 3,759,000 passengers in February, an increase of 1.6 per cent over the same month a year ago, but fell short of meeting all financial obligations by $162,000.

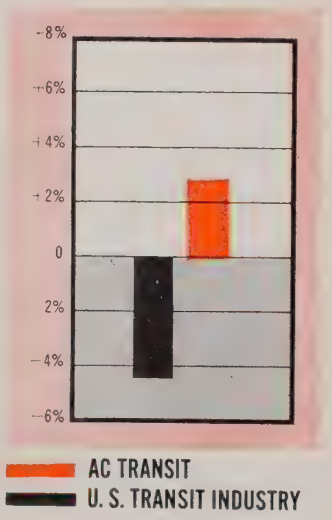
AC buses carried 60,000 more riders for the month than in February, 1961.

Total district income of $939,900 was adequate to cover all operational costs, which were up 15.4 per cent over last year. However, income did not provide for equipment depreciation and amortization, and interest and retirement of bonded debt.

As projected at the outset of the fiscal year, this monthly deficit was anticipated pending passenger growth to match last year's sizeable service expansion. Miles operated in February were 1,698,400, an increase over the same month last year of 172,900 miles or 11.3 per cent.

FEBRUARY PASSENGERS

Percentage Change from Previous Year



Veteran Dies After Bout With Illness

A. E. "Ted" Cooke, 62, who mixed musical notes with the tinkle of coins in his 44 years of transit service, died this month after a short illness.

Named as cashier of Key System Transit Lines in 1955, Mr. Cooke had retained the post with AC Transit. Although stricken several months ago, he continued to work at his regular job until he made his final trip to the hospital March 30, a week before his death.

Oldest-in-time employee at the general offices, Mr. Cooke was well known as a singer and as one of the few remaining veterans of amateur vaudeville days of the 1920s, when the Key System "minstrel show" drew capacity crowds to the Oakland Auditorium Theater.

Mr. Cooke also performed on radio and at churches and was a member of the Scottish Rite male chorus.

Starting as an office boy in the accounting department of the Key System at 22nd and Grove Sts., Oakland, in 1917, he had particularly fond memories of service as a ticket seller at the Ferry Building in San Francisco.

Mr. Cooke also was the first clerk on duty when the Transbay Transit Terminal opened in 1939.

A widower, he lived with his daughter and son-in-law at 1599 Purdue St., San Leandro. He also is survived by a grandson, Chris; a sister, Mrs. Bess Simmons of Oakland, and a brother, W. B. Cooke of Albany.

Commuter Book Sales Up On Transbay Lines

Sale of transbay commute books continued to climb in March, with a 6.5 percent increase posted over the same month in 1961.

The value of the books sold last month totaled $171,317, an increase of $10,496 over the previous March.

The jump in commute sales has been steady since the state established an exclusive bus lane on the Bay Bridge January 15 to take some of the pressure off evening rush hour automobile congestion.

The March increase was tallied despite one less working day this year compared to March, 1961.

Employees Welcomed To AC Transit Ranks

A hearty welcome was in order this month for the following new employees, who joined AC Transit during March:

General Offices

Treasury: Ronald R. Reiter, 1423 Kains Ave., Berkeley, junior clerk.

Richmond Division

Bus Operators: J. E. La Croix, 1320 Road 20, Apt. 4, San Pablo; H. L. Blakely, 3315 Carlson Blvd., El Cerrito; C. U. Farrell, 1412 Chanslor Ave., Richmond; Norman Adams, 19 College St., Point Richmond.

East Oakland Division

Bus Operators: R. C. Pilsner, 5932 E. 14th St., Oakland; B. G. Reid, 4626 Fulton St., San Francisco; J. A. Jones, 1687 Junction Ave., Box 25, Livermore; G. M. Pearce, 432 Berry Ave., Apt. 2, Hayward; J. P. Baker, 3921 Lyon Ave., Oakland; M. C. Medeiros, 1739 141st Ave., San Leandro; H. K. Price, Sr., 24556 Sybil Ave., Hayward; K. C. Stroope, 5925 Bromley Ave., Oakland; B. L. McCormack, 5925 Bromley Ave., Apt. E, Oakland; N. C. Martin, 24841 Kay Ave., Hayward; H. J. Pinneo, Jr., 1722 27th Ave., Oakland; J. D. Hagans, 1722 27th Ave., Apt. 22, Oakland.

It's Real Crazy, Man!

Bus Driver Finds Rebuilding Organs Easier Than Tooling a Transit Liner

By Virginia Dennison

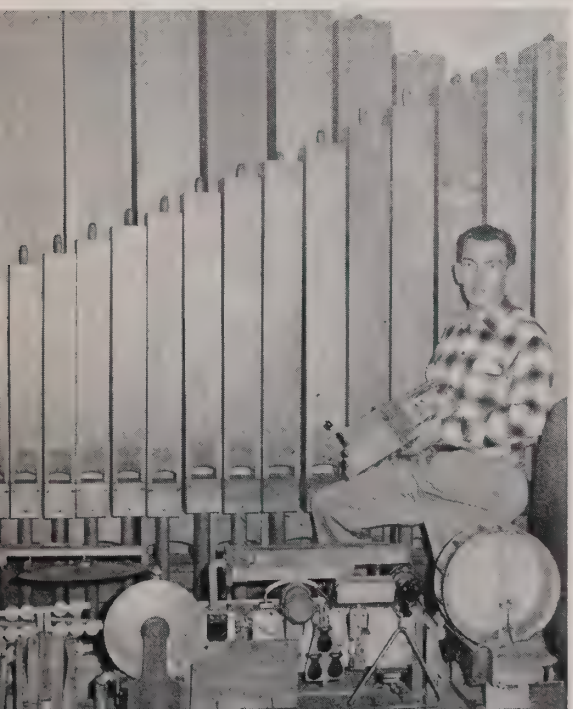
As they say in the trade, you have to be real ape (crazy, man!) to make a hobby of theater organs.

It also helps, according to bus operator Fred M. Beeks, to have a wife who's handy with a soldering iron and who will help support a hobby.

When he had a chance to buy a massive pipe organ a year or so ago, his bride, Eva, took a job—and the soldering iron—and joined her husband in the gigantic, but enthralling project of taking apart and rebuilding the most powerful and resourceful of all musical instruments.

Two Years to Go

Beeks, who works the extra board out of Emeryville Division, has already spent 450 hours rebuilding parts of the organ. He figures he has a couple of more years to go—counting the time it will take for him to build a house to go around the completed instrument.



IT CAN DO ANYTHING—Fred M. Beeks shows what a "toy counter" looks like when you talk theater organ. It can handle sounds from birds to cavalry.

Beeks got a passion for the intricacies of a theater organ after he took up the piano 10 years ago and progressed from that to the playing of an organ.

Because there are only a few theater organs on the market, it's a big hobby, in space and money. But with his wife's help, Beeks joined the select group of organ "buffs" when he got the chance to buy a magnificent composite instrument—half of it came from a theater in San Francisco and half from a show in Marysville.

The bulk of the organ—including what looks like miles of pipes—is in a warehouse in San Francisco, the rest is in the Beeks' duplex apartment at 185 Perry Place, Oakland.

Beeks, 26, already has redone the "toy counter"—that's what they call it—a piano (to play off the organ) and the console.

The toy counter includes a locomotive whistle, bird whistle, door bell, fire alarm, castinets, horse cloppity-clops, auto horn and so on, which should take some back in memory to the days of silent movies.

The "insides" of an organ take a lot of room, which is why Beeks and his wife are planning a living room 20 by 32 feet, two stories high, with 20-foot chambers on each end. After you've rebuilt an organ, a house, it seems, is easy.

When the organ is completed, Beeks figures he'll have a full orchestra, plus assorted sounds, at his finger tips—all of which will be much easier, he says, than driving a bus.

ACTIONS OF THE BOARD

At an adjourned regular meeting March 28, 1962, the Board of Directors:

• Commended district personnel and expressed appreciation of Board of Directors for excellent work performed by employees regarding additional service provided for University of California Charter Day March 23, on motion of Director Coburn.

• Approved installation of "park and ride" facility for transit patrons in Berkeley and directed General Manager to make formal application to City of Berkeley, on motion of Director Coburn.

• Amended authorization for withdrawal of funds, on motion of Director Coburn.

• Authorized use of "king size" advertising on 125 transit model buses, on motion of Director McDonnell.

• Referred to Personnel and Public Relations Committee a request of Fielder, Sorensen and Davis to install "showcase" advertising panels in interior of buses, on motion of Director Coburn.

• Authorized members of Board of Directors and staff personnel to attend regional meeting of American Transit Association, on motion of Director McDonnell.

* * *

TRANSIT TIMES

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
1106 Broadway
Oakland 7, California
Telephone OLympic 3-3535
Alan L. Bingham, Editor

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

At the regular meeting April 11, 1962, the Board of Directors:

• Awarded contract for 30 new buses to General Motors Corp. at a unit price of $24,653, on motion of Director Coburn.

• Directed the Attorney to take appropriate legal action to obtain a reversal of the recent State Public Utilities Commission decision regarding local service of Peerless Stages between Hayward and downtown Oakland, on motion of Director Barber.

Road Call Trophy Back to Emeryville Mechanics

The traveling "road call" trophy did some more traveling this month, moving back to AC Transit mechanics at the Emeryville division.

The Emeryville workers took the trophy away from the Richmond mechanics by turning in March figures of 12,941 miles per road call.

Nipping at their heels were Seminary division mechanics, with 11,997 miles per mechanical road call.

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AC TRANSIT transit-times
For the Good of Your Community
Vol. 5 No. 1 OAKLAND, MAY 1962

Chicago Demonstrates High Speed Freeway Bus Lane

UNIVERSITY OF CALIFORNIA

Transit District Explores New Federal Policy on Special Bus Freeway Lane

A new Federal program to encourage more effective use of freeways by transit vehicles was under study this month by AC Transit officials with representatives of the State and Federal governments.

Of specific interest is the success of the exclusive bus lane established by the State on the Bay Bridge last January to speed evening commute traffic.

The lane, which enables district buses to cross the span twice as fast as automobiles, is the only one in the Nation operating on a highway or freeway, although street lanes have been set aside for buses in some cities.

Plans for the new Chicago Southwest Expressway, however, call for center lanes to be used for buses only.

Favorable Consideration

President Kennedy, in asking Congress last month for action on urban transportation problems, said he had requested the Secretary of Commerce to "consider favorably the reservation of special highway lanes for buses during peak traffic hours whenever comprehensive transportation plans indicate that this is desirable." *(Continued on Page 2)*

Better Freeway Use Under Joint Study

(Continued from Page 1)

Ways of extending the mileage of exclusive bus lanes in Alameda and Contra Costa County were being explored by district officials with Dr. John C. Kohl, top federal transit administrator, working in cooperation with the U.S. Bureau of Public Roads.

Dr. Kohl, after several meetings with district officials, said his interest in AC Transit's efforts to provide speedier roadways for buses stems in part from studies of the Bay Bridge special lane and the general success of the district.

Kohl, administrator of a $45,000,000 transit research and development fund, declared "the AC district has a very progressive point of view and its activities are of extreme interest to us."

Kohl works closely with the Bureau of Public Roads to assure highway-transit coordination. The bureau specifically is watching and studying the effect of the exclusive Bay Bridge bus lane on transit riding and on auto traffic.

State officials, also, have been keeping a close eye on the operation.

One indication of the lane's effectiveness was seen in the jump in commute book sales, up 6.5 per cent in March, as compared to a year before, and 13.7 per cent in April, compared to a year ago.

The value of the books sold last month totaled $162,897, an increase of $19,655 over the previous April.

The increase in commute sales has been steady since the state established the Bay Bridge bus lane January 15.

Kohl, in the Bay area on a western planning conference, met with district directors and staff members to informally discuss the government's program.

Kohl, in addition to other federal transit and highway officials, conferred earlier in Washington with General Manager Kenneth F. Hensel and Robert E. Nisbet, attorney for the district.

The officials flew to the Nation's capitol in an effort to determine how the East Bay's bus system fits into the President's mass transportation proposal and the policies of the U.S. Bureau of Roads.

The officials conferred with legislators representing the East Bay area, including Congressmen John F. Baldwin, Jr., Jeffery Cohelan and George P. Miller.

Preliminary discussions also have been held with officials of the State Department of Public Works.

Staff findings as a result of the several conferences with state and federal agency representatives will be summarized in a report to the AC board of directors early next month.

Employees Welcomed To Transit District

New employees welcomed by AC Transit during April included:

Emeryville Division

Schedule Analyst: Robert W. Rausch, 525 Comstock Dr., Tiburon.

Traffic Checker: Harold W. Fell, 615 Ashbury Ave., El Cerrito.

Bus Operators: W. B. Kling, 1300 El Curtola Blvd., Walnut Creek; T. J. Estes, 335-A 49th St., Oakland; J. J. Callahan, 4416 Hull Rd., Oakland; A. V. Martinez, Jr., 554 25th St., Oakland; H. J. Gross, 360 45th St., Apt. 4, Emeryville.

East Oakland Division

Maintenance: Albert J. Fernandes, 7916 Ney Ave., Apt. C, Oakland.

Bus Operators: T. F. Shevlin, 2230 84th Ave., Oakland; J. L. Price, 1152 98th Ave., Oakland; R. W. Rennie, 8367 Iris St., Oakland; P. O. Wilbur, 4534 Wheeler Dr., Fremont; M. L. White, 43373 Columbia Ave., Irvington; W. A. Richards, Jr., 916 Central Blvd., Hayward; J. J. Hussey, 22957 Sutro St., Hayward; R. B. Hilton, 1824 57th Ave., Oakland.

Informative Signs Posted at Transbay Terminal to Make Bus Riding Easier

Bright, new colorful signs were posted at 30 loading zones at the Transbay Terminal in San Francisco this month to help the district's booming family of riders make the best use of their expanding bus system.

The signs, larger and more informative than those left over from Key System operations, identify the line loading at the zone, its destination and the route over which it operates. On express schedules, the first East Bay stop is listed to notify new commuters of the nature of the limited stop service.

The signs are in district colors and include the district emblem, adding a touch of brightness to the loading area. For 18 of the zones, used only during commute hours, special "cover-up" cardboard signs have been devised, featuring the district's theme girl and the phrase, "It's Smart to Ride the Bus!" They'll cover the special commute signs during off-peak operations.

TERMINAL SIGNS—General Manager Kenneth F. Hensel, right, and Maintenance Manager Brooks Rice assist F. S. Hodge as he posts new signs in San Francisco terminal.

Free Rides Inaugurate New Alameda Service

Three days of free rides—biggest welcome yet for a new bus line—gave Alameda's Line 63 a rousing send-off this month.

Hundreds of residents took advantage of a three-day courtesy ride period, arranged by Park Street and South Shore merchants, to try the new service.

The line will give South Shore and Bay Farm Island residents access to neighborhood recreational and shopping facilities and will also provide passengers with additional connections with other transit service.

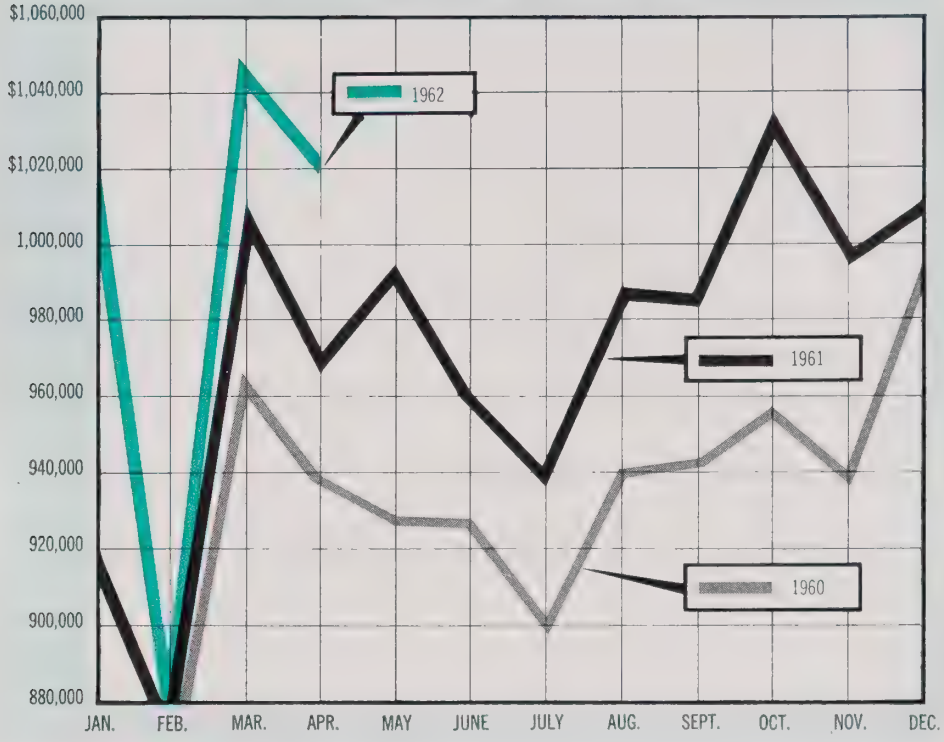
Colored cards, showing timetables and a route map, were posted at coach stops and in stores to introduce the service. Personal letters also were sent to 1700 homes explaining where the line would run and how it could best be used by the riders.

IN MEMORIAM

Mary G. Hayes, ticket seller in the early days of Key System operations and again during the busy war years, died April 17 at the age of 78.

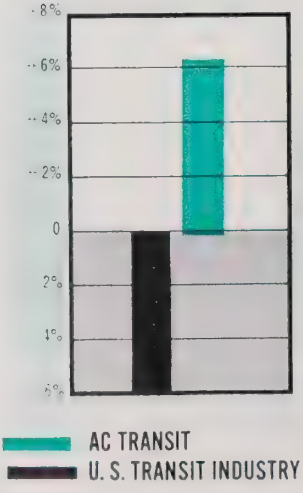
Miss Hayes went to work at the former Key Pier in 1917, was pensioned in 1935, but returned in 1944 to act as a ticket collector at the San Francisco terminal. She retired again in 1957. Her home was at 482 40th St., Oakland.

AC/transit PASSENGER REVENUE... COMPARISON WITH PREVIOUS YEAR



MARCH PASSENGERS

Percentage Change from Previous Year



AC Transit hit its highest peak in patronage during March, tallying the greatest number of riders since the district went into operation a year and a half ago.

Some 4,511,000 passengers were carried during the month, an increase of 262,000 riders or 6.2 percent over March of last year.

The previous high was last October, when 4,461,000 riders were carried.

John F. Larson, treasurer-controller, said total March income of $1,115,000 was adequate to cover all operational costs, which were up 11.7 percent over last year. As projected, however, income still is not enough to provide for total expenses, including retirement of bonded debt and a portion of bond interest.

Miles operated in March totaled 1,944,000, an increase over March, 1961, of 142,000 miles or 7.9 percent.

The first three quarters of the year ending March 31 showed the district had a more favorable net operating result than projected, with a deficit of $323,000, instead of the anticipated deficit of $516,000 for the nine-month period.

Board OK's New Service Improvements

Extension of transbay commuter service into the Fairway Park area of southern Hayward and inauguration of nonstop transbay commute service for the Oakland hill areas of Montclair and Crestmont were among improvements inaugurated this month.

District directors also approved an extension to Line 43-Foothill Blvd. in San Leandro to provide the first transit service for the growing residential area of Bancroft Ave.

In Hayward, four special Line R transbay commuter runs were extended out Mission Blvd. to Fairway Park.

The runs operate express between San Francisco and Hayward via the Nimitz Freeway and Castro Valley cutoff, with the first stop at Mission and Lewelling Blvd., cutting 10 to 12 minutes from previous travel times.

Faster transbay commute also was provided for the Broadway Terrace, Montclair and Crestmont districts by rerouting the Montclair branch of Line C via Broadway and MacArthur Blvd. to the Bay Bridge, instead of following the regular 40th St. route.

The branch line is now making its last East Bay stop on Broadway at 42nd Street, cutting seven minutes from previous schedules.

By rerouting and extending Line 43, effective June 3, new bus service will be available along some two and a half miles of Bancroft Ave.

The line, which now ends at Bancroft and Sybil Ave., will be extended out Bancroft a mile and a half to the junction with East 14th St.

The line also will be rerouted from MacArthur Blvd. to Bancroft Ave. between 90th and 106th Aves., to provide service along the newly improved and widened street.

Service will continue to be provided on MacArthur Blvd. by Line 40-Foothill Blvd., which will operate as at present to Sheffield Village and Estudillo Ave.

Emeryville Keeps Trophy

For the second month in a row, Emeryville Division mechanics won the traveling road call trophy by tallying up 15,482 miles per mechanical road call during April. East Oakland mechanics were in second place, with 11,307 miles.

MORE INFORMATION

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

Fare Cut Scheduled For Teen-Age Riders

Teenagers through the age of 16 will be able to ride transbay lines to and from San Francisco at reduced fares starting June 1.

The new fare schedule will reduce fares for the 13 through 16 age group by an average of 60 per cent.

The lower rate already applies to children under 13, but the older group has been paying regular adult fares.

Under the new schedule, youngsters riding between Oakland, Berkeley, Alameda and San Francisco, for example, will pay 20 cents, instead of the present 50 cents. Between San Leandro, Richmond, El Cerrito and San Francisco, fares will be cut from 60 to 25 cents; and from Hayward, 70 to 25 cents.

This will be the second time the district has reduced fares for youngsters in the 13 through 16 age bracket, as part of its plan to build the bus riding habit among East Bay residents.

Last year, the 10-cent local fare paid by those under 13 was extended to include the older group.

Central Dispatch Keeps Buses Moving

By Virginia Dennison

As the "nerve center" of AC Transit operations throughout the district, Central Dispatch handles everything that might affect bus service—with one possible exception.

It hasn't yet (fingers crossed) been called upon to direct the delivery of a new-born passenger.

But fires, accidents, "stalls," bus breakdowns – and complaints – are part of round-the-clock operations at Central Dispatch. And the air waves and phone wires are perpetually humming in vicinity of the center's small, but efficient headquarters on the second floor of the Emeryville division offices.

Donald Bennett, one of the five regular dispatchers who keep the coaches moving, estimates the center—one man to a shift, usually—handles 250 radio calls and between 300 and 400 telephone calls in a normal 24 hours.

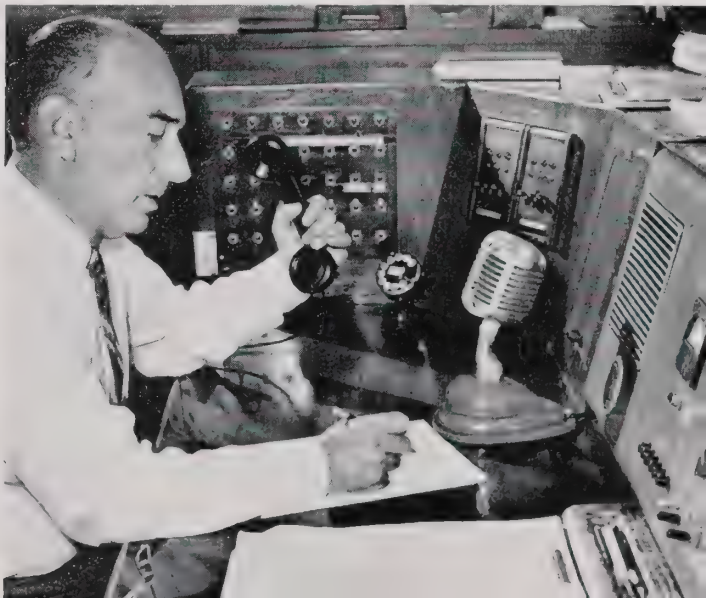
It's the dispatcher who gets the word from bus drivers needing some kind of assistance, and it's the dispatcher who sends out help, usually by radio call to a supervisor or maintenance vehicle.

Similarly, it's the dispatcher who handles other problems which may disrupt service and when Transit Information closes down its switchboard at midnight, it's Central Dispatch that answers questions and occasional complaints.

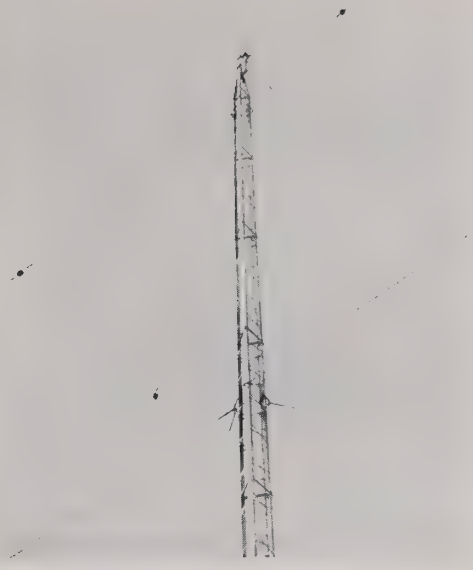
Along with its own radio and telephone system, Central Dispatch monitors Oakland and Berkeley police calls and the state highway patrol. When something occurs which might involve the buses, the word goes out to the supervisors. Or sometimes they star on their own.

Bennett, handling the mike now, jumped into a cops and robbers chase in his supervisor days, capturing a fleeing thug. He also had the horrifying experience of seeing the chasing police car go speeding right by, while he held the captive, armed only with conviction. A loud shout – from Bennett – brought back the cops in time to take possession.

Service with the combat engineers overseas in World War II may have helped Bennett with some of his supervisor activities, but his imperturbability



IT STARTS HERE—Donald Bennett takes a call for help from a bus driver; relays the need via radio to a roving supervisor.



GOES THROUGH HERE—Radio antenna on the roof of the general offices beams out the messages for the district's radio station, KMA 776.

with a mike can probably be credited to "show biz".

Bennett played the theater circuit as the "boy called Useless" in the give-away program of "Shanny Advershow". After handing out prizes for a spell and another period as assistant manager of the Granada Theater, Bennett changed roles and followed his father into the Key System.

Another supervisor, Fred Hymes, found his experience as a tough Marine sergeant a help when he spotted an armed kidnaper and robber hotfooting it through the former Piedmont station to jump on a Grand Ave. bus. Hymes ran after him, pulled him off the bus and turned him over to police.

Helping to carry out the assignment of Central Dispatch—keep the buses rolling—are R. E. Hawes, L. L. McDonald, L. H. Minear, B. C. Walden and Bennett, manning different shifts.

On the other end of the mike are the supervisors, cruising in seven radio cars. Five superintendents' cars are also radio equipped, along with a fleet of tow cars and maintenance equipment. They go to make up the field team that can take any situation in hand to keep transit moving.

There are always problems, but in the memory of general superintendent Donald J. Potter, there's been nothing in AC Transit regime to match the horrifying time a 22nd St. train derailed at Grand Ave. and Broadway, just after the break of a UC-St. Mary's football game.

Both streets were blocked, traffic was tied up for five hours and Potter isn't sure either he—or Central Dispatch—will ever be the same again.

COMES OUT HERE—Supervisor L. H. Minear gets the word by radio that assistance is needed and is on the job in seconds.

ACTIONS OF THE BOARD

At an adjourned regular meeting April 25, 1962, the Board of Directors:

• Awarded contract for 10 new autos for AC supervisors and two delivery trucks to Golden Bear Motors at a cost of $23,090, on motion of Director Coburn.

• Approved purchase of 10,000 token holders at a unit price of 25 cents for resale to AC patrons, on motion of Director McDonnell.

• Commended safety department and operating personnel on results of efforts to reduce accidents, on motion of Director Barber.

• Approved retention of Thompson, Dechow and Reich to conduct annual audit, on motion of Director McDonnell.

• Approved increasing age limit for use of children's transbay fares, and authorized extension and rerouting of Lines 43-Foothill Blvd., C-Montclair and R-Hayward, on motion of Director Coburn.

• Authorized study on reorganization of functions performed in general offices as to effects on space requirements, on motion of Director Barber.

• Extended provisions of pension plan and vacation and sick leave benefits to include all non-contract personnel, on motions of Directors Berk, Coburn and Barber.

• Authorized General Manager and Attorney to confer in Washington with federal officials on transportation problems, on motion of Director McDonnell.

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JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

* * *

At the regular meeting May 9, 1962, the Board of Directors:

• Endorsed administration bill before Congress to provide Federal aid and support to mass transportation systems on motion of Director Barber.

• Authorized Attorney to retain additional legal claims counsel as required, on motion of Director Barber.

• Voted appreciation to Federal officials and East Bay Congressional representatives of courtesies extended AC officials during recent Washington meetings, on motion of Director Barber.

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For the Good of Your Community

Vol. 5 No. 2 V

OAKLAND, JUNE 1962

$14,360,000 Transit Budget Adopted

District Holds Line on Taxes, Fares for Third Year; Revenues Expected to Cover Operating Expense

A $14,360,000 budget under which the district will go into its third full year of operations without revisions in the level of taxes and fares, was adopted this month by the board of directors.

Under the 1962-63 budget, the district expects to break even with sufficient income to take care of all operating expenses, including bond services. It anticipates a 3.7 per cent increase in passenger revenue during the coming year.

"In adopting this budget we are demonstrating fiscal responsibility and keeping faith with the people by holding the line on taxes and fares," William J. Bettencourt, board president, said.

"Yet we will continue to move forward in our efforts to further improve East Bay transit."

Director Robert K. Barber, who opposed the budget, expressed concern that the financial estimate "does not provide sufficient funds to adequately improve and expand service commensurate with the district's role in overall community development."

Discussing plans for the next year, General Manager Kenneth F. Hensel said the time has come to "study each of our lines, to bring operations up to date with past growth and to get in shape for future progress and population changes.

"I believe we can do a better job of service and bring convenient bus transit to a greater number of residents if we now take a look at all of our routes and evaluate where the buses should run,

(Continued on Page 2)

Effect of Rapid Transit Program on Finances of AC Transit Under Study

The affect of rapid transit plans on AC Transit operations and finances was under study this month, as result of action taken by AC directors.

The board authorized $5,000 to employ engineering consultants to make the study into the economic relationship between projected operations of the San Francisco Bay Area Rapid Transit District and AC Transit.

The study was prompted by a request of the Alameda County Highway Advisory Committee, which is examining the latest plans of the three-county rapid transit district.

Alameda County Supervisor Francis Dunn, chairman of the highway group, explained the committee was making a brief summary of the relationship between the two transit districts, the freeway pattern and the problems of taxation and assessed valuation in Alameda County.

He asked for the information for a public hearing scheduled by the board of supervisors in July on the rapid transit plan.

Joint Engineering Survey Recommended To Determine Tri-City Transit Needs

A study which would explore the feasibility of extending AC Transit service into Washington Township and develop where and how such service should operate, was ready to get underway this month, pending final approval from the City Councils of Fremont, Union City and Newark.

The scope of the study was detailed for the city officials in a letter from the transit district, outlining scope of the study and engineering costs.

The district proposed that costs of the study, estimated at $6000, be shared, with the cities paying half and the transit district half.

If the proposal is ratified by the cities, the study, to be made by the DeLeuw, Cather & Co., engineering consultants, would get underway immediately. The firm estimated it would take 45 to 60 days, though actual bus service in the area probably would require 10 to 12 months to obtain voter approval and place into operation.

The suggested study would include a detailed estimate of the transit needs of the tri-city area and a plan of bus operations, including service frequency.

It would also entail estimates on the equipment needed, capital outlay involved and estimates of operating revenues and expenses.

During a meeting this month between district and city representatives, William J. Bettencourt, AC Transit board president, said that establishment of district service in the Fremont area might be expected to develop demand for service across the San Mateo Bridge and south to at least the Santa Clara line, possibly to San Jose.

If findings of the study are favorable, the tri-city area could determine whether to annex to the existing operating zone of the transit district or set up a second special service zone for the Washington township area, within the overall AC district. Present tax levy in the existing AC Transit operating zone is 2.9 cents per $100 of assessed valuation.

Robert E. Nisbet, attorney for the district, noted at the meeting that Transit District law is very flexible as to methods and financial arrangements in annexation.

Budget to Keep Same Fares, Taxes

(Continued from Page 1)

instead of just blindly following the old-time pattern," he said.

The district expects, during the coming year, to carry 49,000,000 riders and to operate 22,250,000 miles.

Operations alone will leave the district with a surplus of $445,600. The district also will receive $478,000 from a tax levy of 2.9 cents per $100 of assessed valuation, plus $101,000 from other sources.

The operations surplus and $579,000 in other revenues, with a portion of carry-over from the current year, will provide for $1,214,220 in bond principal and interest.

To balance the budget, general manager Kenneth F. Hensel applied the remainder of a $412,500 surplus carry-over also will receive $478,000 from a tax levy and anticipated savings from the district's new self-insurance program to cover depreciation and amortization of assets. The district also has accumulated excess funds of $2,700,000.

Hensel said the district will enter its third full year of operation in a "solid financial position with sufficient funds available to guarantee payment of all bond interest and redemptions required, as well as commitments of new equipment."

ONE FOR THE ROAD—Commuters found free parking, plus coffee and doughnuts, at opening of AC Transit's "park and ride" center in Berkeley. Passenger George Little of Berkeley receives welcome from district superintendent N. P. Alevizos, who acted as chef, and transit director William H. Coburn, Jr., who proposed facility.

First AC 'Park and Ride' Center Opens

Free coffee and doughnuts were served to inaugurate another AC Transit courtesy this month—the opening of a "park-and-ride" center in Berkeley.

Commuters who arrived to take advantage of the free all-day parking facilities at Henry and Berryman Sts., were surprised to find refreshments, as well as a parking space.

Some timed their arrival so close they didn't have time for the coffee, but gladly accepted the doughnuts to munch on the way. Passengers already aboard and bus drivers also got in on the treat.

The coffee and doughnuts were served from a table by the bus stop, with N. P. Alevizos, superintendent at the Richmond division, clad in a chef's hat and apron to handle the honors.

District director William H. Coburn, Jr., of Berkeley, who proposed establishment of the center, also was there, with other district officials, to extend the welcome.

A sign greeted the passengers using the center and asked them to "help yourself to coffee and donuts—courtesy of AC Transit."

The center, which has parking space for 51 cars, was running about 60 per cent full on the first days after it was opened.

It was opened on a five-month trial basis on property which reverted to the City of Berkeley after it was abandoned by a former rail operation.

If the center is successful, the district plans to develop similar facilities throughout the East Bay to encourage drivers to leave their automobiles at a convenient neighborhood point while they make use of bus transportation.

Coaches on the transbay F line and intercity express Line 33 make special stops at the Berkeley park-and-ride center.

What the Editors are Saying About Transit

San Leandro Morning News:

One More Case Where Word Means Action

FOR OVER FOUR years, weeds have been the sole occupants of a strip of land that once supported the rails and trolley wire of electric trains running between Berkeley and San Francisco. This strip of land, known as "Berryman Station" in Berkeley, was built in 1911 for the "Red Electric Trains" right-of-way between downtown Berkeley and Thousand Oaks. When the "Red Trains" were abandoned in 1941, the orange streamlined units of the Key System used the rails.

Yesterday morning AC Transit District officials dedicated "park-ride" facilities built on the old train right-of-way.

Passengers can park their autos on the 51-stall lot and ride convenient buses to downtown Oakland and San Francisco. The center, opened on a five-month trial basis, is the first "park and ride" facility opened by the district.

The lot is 29 minutes away from San Francisco by express coaches; 33 minutes by regular service and 19 minutes from Oakland on the Grove Express "Flyer." Transit—either by bus or rail—must have the facilities and equipment to move people efficiently. By moving more people per vehicle, greater use of street space is assured.

AC says if this project works successfully, similar "park-ride" facilities will be developed in other areas.

AC has promised to do its best to carry people efficiently and safely. The "park-ride" experiment is another case where the district has backed up its promises with action. AC Transit deserves the commendation of the entire East Bay for taking such a bold step.

New Office to Plan Transit Expansion

A research and planning office to facilitate expansion of public transit in the East Bay was established this month by AC Transit.

The office will be headed by E. Sam Davis, AC transportation engineer with more than 40 years' experience in the transit industry.

The new office will study the possible rerouting of present transit lines to better serve postwar population shifts and travel habits. It will also develop transit plans for new areas and make long range studies of ultimate service areas.

"These studies will greatly assist the district in further meeting the transportation needs of the East Bay and in keeping pace with the area's growth and development," according to William J. Bettencourt, board president.

"With this new office we will be able to adequately explore many new approaches to improving coverage and speed of our service."

Davis, of 17849 Carmel Dr., Castro Valley, has been associated with transportation activities in this area since 1953. Previously, he held management and research posts with transportation companies in the midwest.

'Bus Riding Class' Started By District To Aid Area Handicapped Youngsters

When a boy named Ronnie conquered his fears enough to take his first bus ride and the rest of his classmates from a mentally retarded school rode happily off like any group of pupils, AC Transit took a proud bow of its own this month for a rewarding new experiment.

The free "bus riding class" was set up by the district to help mentally and physically handicapped youngsters learn how to ride public transit, in hope of becoming more self-reliant and independent.

The first practice, held at the Sequoia School in Hayward, showed remarkable results and is expected to be followed by similar "classes" at other schools in the district when instruction resumes after the summer vacation.

Taking a few students at a time, district instructor Lloyd Weems first gave simple, friendly instructions about remaining seated when the bus is moving; how to board and leave by the front door only, how to pay a fare and how to pull the cord to signal for a stop.

He then helped each youngster through the routine, taking them on rides in the neighborhood to practice.

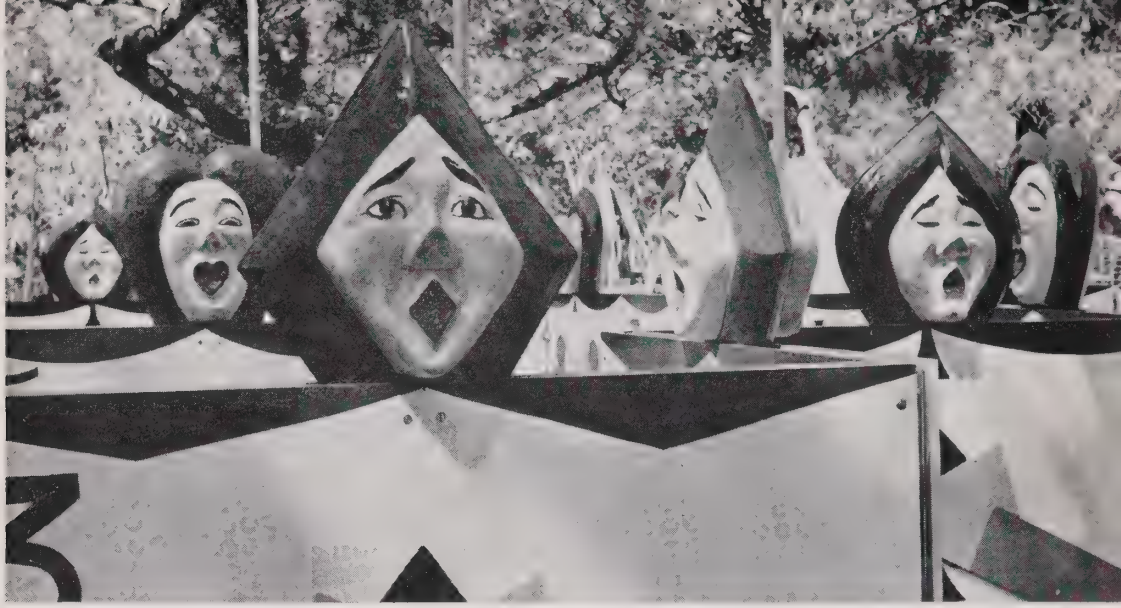
For many of them, it was their first motor coach ride. For some, like Ronnie, who previously had been afraid to board a bus, it was a major accomplishment.

The two-hour bus riding class gave all of the 60 students at the school a sample of public transit. For older students, it also served as a "trial run" for use of regular bus service for an end-of-the-term outing.

The bus riding instruction will be repeated, perhaps several times each semester, if the results show that the students are getting some advantage from the experience, according to general manager Kenneth F. Hensel.

On the first trial, the children were not only able to follow the instructions, but sat happily for short rides around Hayward, stopping at different points to practice boarding and leaving. Beaming from ear to ear, they made it a happy occasion for themselves and for the new friend they acquired in the process, Instructor Weems.

LIKE THIS—Instructor Lloyd Weems shows student how to signal for her stop during a "bus riding class" inaugurated for handicapped students in area.



PUZZLED?—You're supposed to be, for this is the Cardman Maze, appropriate exit from the Mad Hatter's Tea Party at Fairyland.

Looking For the Place Where Dreams Come True? —Try Children's Fairyland

If you live in the East Bay, you *must* already know that Children's Fairyland in Lakeside Park is a jewel, a place of real enchantment—for it's impossible, isn't it, not to be happy in Fairyland?

But for visitors, and the few adults who haven't yet realized that Fairyland is for all ages, a visit to the place where dreams come true is a star-bangled goal for an AC Transit bus tour.

For youngsters, of course, it's sheer fun. Childhood stories spring to life and with a flair to match any imagination. And no matter how many times parents have read the saga of The Three Little Pigs, it takes on new interest when you can see them in the flesh. Cute, too.

Just like the people, the animals at Children's Fairyland seem to take on a happy disposition. The goats — Billie Goats Gruff, of course — like to be scratched; even a little spotted Bambi was anxious to nuzzle spectators.

Mary's Little Lamb might be not so little, but it(or they) will most certainly be willing to follow, in optimistic belief, apparently, that from those on the other side of the fence come all good things.

But suppose this is your first visit and you wonder, a bit, if you'll be interested in that "kid stuff."

You will be, for the magic of Fairyland

HAPPY?—Even the alligators smile at Fairyland. It's alive, too, a pal of Robinson Crusoe.

is not all in "dreams come true." The excellent gardeners of the Oakland Park Department have worked considerable magic of their own and you'll find enchanting landscaping, babbling brooklets, winding paths and bridges, and tucked among the flowers, creative sets that make you wonder why all the world isn't that beautiful.

You'll find Robinson Crusoe's island, with monkeys, parrots, alligators and macaws enjoying pleasant freedom. If you've never seen a smiling alligator, this is the place.

You'll find sea lions performing for bits of fish; on Sundays, at 1 p.m., you'll even hear a child organist playing on a specially built child-size organ in Fairyland's little Chapel of Peace.

To find Fairyland—and we can all wish that other dreams were as easy—take buses 12, 18, B, or Express Line 34 Monday through Friday, to Grand Ave. and Park View Terrace.

At the entrance, you will find it costs 10 cents for children to 12 years and 25 cents for adults to walk through the "old woman's shoe." Fairyland is open 10 a.m. to 5:30 p.m. March through December. It's open 7 days a week during summer school vacation, otherwise Wednesdays through Sundays.

GOING UP?—Young visitors climb the Cuckoo Clock Tower (with bats in the belfry) to try the "curly" slide.

WHAT DO YOU SEE?—In this case, it's a mouse family, enchanting to young viewers, if not the "farmer's wife."

Sight-seeing Made Easy With Summer Pass

Residents will have a new opportunity to get out in the sun, visit friends or tour East Bay points of interest with a Sunday and holiday Summer Fun Pass inaugurated by AC Transit July 1.

The Summer Fun Pass will be sold for 60 cents and will entitle the purchaser to ride anywhere in the East Bay, from Richmond to Hayward, on the day it is issued.

The pass was first proposed by the City Council of Alameda and Councilman William McCall, who at the time was mayor of the city. It was approved by the AC board of directors with the provision it be tried for three months during the summer on an experimental basis.

One of the latest in a series of innovations designed to spark use of public transit, the excursion tickets will be a special bargain for riders who would like to tour the entire East Bay. Time permitting, a pass holder could tally up enough bus miles to reach from here to Los Angeles—all for 60 cents.

The flat-rate pass is similar to the former East Bay "trolley trips" which set off a sightseeing era some 50 years ago, later enchanting visitors to the Panama-Pacific International Exposition of 1915.

Different from the "trolley trips," which followed a scheduled itinerary, the district's Summer Fun Pass will leave the destination up to the rider, who will be able to ride as many buses and as many times as desired.

The passes will be sold on the day they are to be used by all bus drivers on East Bay lines. They also can be purchased ahead of time at the general offices, 1106 Broadway. A different color will be used for each Sunday or holiday, to prevent any confusion about days the pass can be used.

Free Tour Books Will Point Way to Transit Trails of Adventure

The public will be invited to follow "Transit Trails" to East Bay points of interest in a new tour book, which will be ready for distribution in July.

The 32-page booklet will feature 14 illustrated bus tours, with the suggestion: "Let AC Transit Take You There."

It will be available, free, at the district's general offices, 1106 Broadway; by contacting Transit Information, OLympic 3-3535, or at various chambers of commerce, municipal park and recreation department offices and at the Transbay Transit Terminal, First and Mission Sts., San Francisco.

The booklet details "discovery trips" that can be made by bus, close to home, and has been planned for residents as well as out-of-town visitors.

During the summer months, a long visit of "Things to Do For Summer Fun —With AC Transit" also will be available for distribution, along with the booklet.

Compiled particularly for vacationing youngsters and family groups, the list includes data on "things to do" by community.

It has been designed to help parents answer the vacationing plea of "what shall I do now" and can be obtained at the same places as the tour book. It, also, will be given away without charge.

IN MEMORIAM

Andrew J. Sackrey, 61, assistant dispatcher at the Emeryville division at the time he retired June 1, 1960, died on May 13.

Sackrey worked as a conductor on the transbay trains and as a receiver before he was appointed assistant dispatcher in 1958, when the trains bowed out to the buses. He entered service in 1924.

Surviving is his wife, Anna, of 929 45th St., Oakland.

OUT OF SERVICE — Abel Peterson bids an appropriate farewell to buses as he ends nearly 40 years of service. Now he plans to go "traveling."

Transit Veterans Work Their Last Shift

Abel Peterson, AC Transit supervisor, is headed for a busman's holiday, travel galore, after tallying up nearly 40 years of moving trains and buses.

One of eight transit veterans whose pensions recently were granted, Peterson got an extra send-off when he worked his last day at the Transbay Transit Terminal in San Francisco.

Fellow workers showed up at his last shift with a golf cart as a goodby present, sending him on his way with farewells—and the equipment appropriate to retirement.

Peterson, 65, of 3416 Brunell Dr., Oakland, already has the golf clubs, and a fishing rod, and plans to spend his time traveling the country by trailer with the company of his dog.

A one-time train motorman, he went to work for Key System in 1922, moving up to trainmaster before he became bus supervisor at the terminal.

Retirement of motor coach operator Stewart H. Lloyd, of 5160 Claremont Ave., Oakland, effective Sept. 1, is causing sad hearts among the children used to his friendly service on Line 59.

Lloyd, who is planning a trip to Canada and some practice at his photography hobby, entered service in 1924.

Other pensioners include:

Alfred E. Francis, a mechanic at the Emeryville division, came to work in 1942, retired June 1. He lives at 956 Elgin St., San Lorenzo.

George P. Briscoe, bus operator at the Seminary division, ends 37 years of service July 1. He lives at 3412 San Leandro St., Oakland.

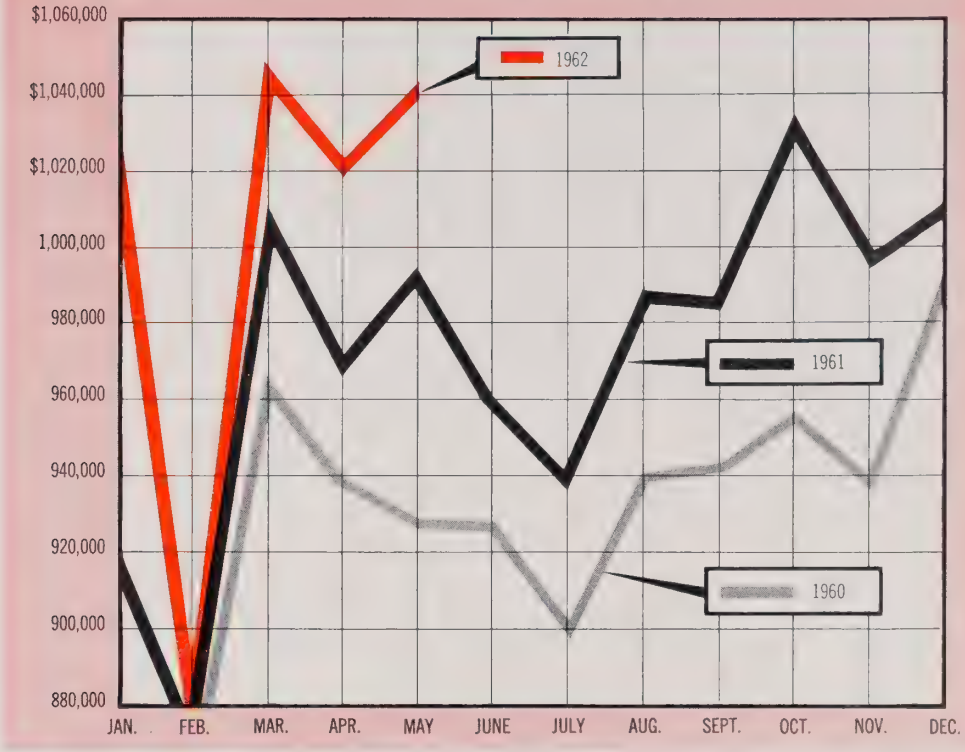
William J. O'Brien, service employee at Seminary division, retires July 1 after 20 years in transit. His home is at 2317 Coolidge Ave., Oakland.

Charles M. Cavagna, 687 45th St., Oakland, bus operator, will end almost 37 years with retirement Aug. 1.

Bryan A. Key, 465 63rd St., Oakland, motor coach operator at Emeryville, entered service in 1926, will be pensioned as of Aug. 1.

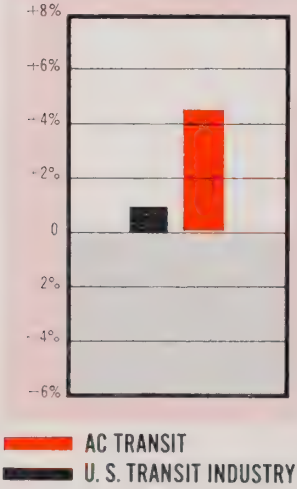
Albert Richardson, transportation supervisor at Emeryville division, also will retire Aug. 1, after 36 years in transportation. He lives at 1114 Pomona Ave., Albany.

AC/transit PASSENGER REVENUE... COMPARISON WITH PREVIOUS YEAR



APRIL PASSENGERS

Percentage Change from Previous Year



Patronage on AC Transit buses is continuing to show a steady growth, with a 4.5 per cent increase tallied in April over the same month a year ago. But income for the month still was short of meeting all financial obligations.

A total of 4,272,000 passengers were carried in April by AC buses, an increase of 184,000 riders.

Total district income of $1,085,000 was adequate to cover all operational costs, which were up 11.5 per cent over April, 1961. However, income did not provide for retirement of bonded debt and a portion of bond interest, leaving a deficit of $62,000 for the month.

The monthly deficit was anticipated at the outset of the fiscal year pending passenger growth to match last year's sizeable service expansion. Miles operated in April, for example, totaled 1,846,000, an increase of 96,000 miles or 5.5 per cent over the same month a year ago.

GOOD DEED—Girl Scouts find there's nothing like an AC Transit bus for an outing—and nothing like a handy driver when it comes to loading camp gear for the trip back home.

AC Buses Go Everywhere, Even Camping

AC Transit buses go almost everywhere in California on charter, including camping with Girl Scouts—one of the most pleasant of recent assignments.

Two coaches took 106 girls from the Berkeley, Albany, Kensington Girl Scout Council to the Mountain Mill House Camp of the Oakland Area Girl Scouts on Mt. St. Helena for a three-day outing.

Bus operators Dale Rostomily and C. F. Sims not only loaded the girls, but a variety of camping equipment as well. In Calistoga they had an unexpected—and unofficial—greeting from the acting police chief, Bill Stambaugh, brother of Vern Stambaugh, union chief.

When rain dampened gear and girls, a call to the district brought prompt service. The buses picked up the campers two hours early, doing their own good deed for the day.

Another group of buses, 20 in all, had a "musical" jaunt when the district again furnished coaches to take 936 University of California students from the campus to the opera house in San Francisco for "Cal Night at the Opera."

Real traveling, however, has been in order for charters arranged by the Oakland YWCA to take members and their guests to spots of interest throughout California.

The "Y" adventure charters already have ranged the state, with trips to Santa Barbara, Hearst Castle, Monterey peninsula, Sunset House at Menlo Park, an Oakland church tour and a Christmas decorations trip on the schedule for the autumn months.

Operators T. E. Powers and R. J. MacDonald are the popular drivers for these trips.

ACTIONS OF THE BOARD

At an adjourned regular meeting May 28, 1962, the Board of Directors:

• Authorized General Manager to relocate offices of claims department in general office building, vacating present leased quarters, on motion of Director McDonnell.

• Approved new Sunday and Holiday Pass, effective July 1, for three-month trial period, on motion of Director Coburn.

* * *

At the regular meeting June 13, 1962, the Board of Directors:

• Authorized appropriation of $5,000 for study of plans of San Francisco Bay Area Rapid Transit District as they relate to operations and finances of Alameda-Contra Costa Transit District, on motion of Director Coburn.

• Agreed to share with cities of Fremont, Newark and Union City the cost of a $6,000 transit study of the area, on motion of Director McDonnell.

• Established positions of administrative, operations and executive assistants to the general manager and director of research and planning, and abolished position of transportation analyst, on motion of Director Berk.

• Approved operating estimate for 1962-63 fiscal year, on motion of Director Coburn.

TRANSIT TIMES

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District Teenage Safety Instruction Cited

Two representatives of AC Transit's Claims Department have been awarded "Certificates of Merit" from Western Insurance Information Services for their efforts in teaching East Bay teenagers the importance of safe driving.

The awards were given to Frank Gardin and Fred Clarrage at a San Francisco banquet in recognition of hours spent instructing classes at San Leandro High School on what can be done to eliminate accidents and to bring down insurance rates, which are particularly high for the teenage group.

The men explained why the rates must be higher for young drivers and how the students could learn to be safer drivers.

The Western Insurance Information Services was formed by insurance groups to encourage safer driving among teenagers and adults.

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Engineers Forecast Financial Loss to AC Transit Under BARTD Operation

An engineering analysis of the future affect of three-county Bay Area Rapid Transit District operations on AC Transit concluded this month that the local East Bay bus system would suffer severe financial losses from the proposed rapid transit operation.

Engineering consultants De Leuw, Cather & Company of San Francisco stated that AC Transit would dip more than $2,800,000 in the red during 1969 if the rapid transit system became operative at that time as planned.

Further, the engineering firm forecast that the estimated annual deficit in 1969 "would increase in subsequent years." The report, utilizing engineering asumptions of BARTD consultants, attributed loss of income primarily to:

Transbay Service

1—"Removal of the transbay bus lines which now provide, and would continue to provide through the year 1969, sufficient operating income to support the entire Alameda-Contra Costa Transit District operation."

2—The addition of feeder bus service—to 18 rapid transit stations in the two East Bay counties—which would operate at a "substantial loss."

The report noted AC Transit accrued net operating income of $439,000 in the latest 12-month period ending May 31—and without the advent of rapid transit—should record net operating revenue of $524,000 in the year 1969.

But with the need to tie into the proposed rapid transit system, De Leuw, Cather & Company engineers concluded AC Transit's operating revenues would total $12,235,000 in 1969 and its operating expenses $15,066,000—with an operating deficit of $2,831,000.

BARTD Assumptions

The engineering study utilized a number of basic assumptions made by consultants of the Bay Area Rapid Transit District in their development of a rapid transit plan. These basic BARTD engineering assumptions include the following:

1—All transbay bus service operated by AC Transit, except the Treasure Island line, would be abandoned at the time rapid transit began service.

2—Separate full fares would be charged patrons riding an AC Transit feeder bus and then a rapid transit train to San Francisco, with no joint fare provision.

3—Passengers riding AC Transit feeder buses and rapid transit trains entirely within the East Bay would pay a single joint fare. AC Transit would receive 40 percent of the joint fare, or an average of 11 cents per passenger trip. Average East Bay fare presently collected by AC Transit is 18.5 cents.

(Continued on Page 2)

Bus Feeders for Rapid Transit Studied

(Continued from Page 1)

4—An estimated 60 percent of the East Bay rapid transit trips entirely within the AC Transit service area would make use of feeder buses, necessitating, in the opinion of De Leuw, Cather & Company, an "extensive" auxiliary service.

General Manager Kenneth F. Hensel said the assumptions by BARTD consultants do not necessarily reflect official AC Transit policy. In presenting the De Leuw report to the AC board of directors this month, Hensel noted:

"Certain engineering assumptions made by consultants of the Bay Area Rapid Transit District were used by De Leuw, Cather & Company in developing future operating results.

"While these assumptions, together with future operating estimates and current operational facts, provide the basis for the conclusions contained in this report, it should be pointed out that these assumptions do not necessarily reflect present or future decisions of policy of this district."

Highway Committee

The study was prompted by a request of the Alameda County Highway Advisory Committee, which is examining the latest plans of the three-county Bay Area Rapid Transit District.

Alameda County Supervisor Francis Dunn, chairman of the highway group, explained in requesting the information, that his committee is making a brief summary of the relationship between the two transit districts, the freeway pattern and the problems of taxation and assessed valuation in Alameda County.

He asked for the information for a public hearing scheduled by the board of supervisors for this month on the rapid transit plan.

In voting to accept and file the De Leuw report, the AC Transit board of directors instructed Hensel to forward its findings to the highway advisory committee.

Summer Fun Pass, Free 'Transit Trails' Booklet Make Sight-seeing Easy

District operations took on a light-hearted, holiday mood this month as an increasing number of riders took advantage of the chance to go sightseeing by bus with the new Sunday and holiday Summer Fun Pass.

Adding to the "adventuring by bus" mood was the distribution of a free "Transit Trails" guide book, welcomed with special enthusiasm by residents and civic groups alike.

The summer pass, sold for 60 cents, was purchased by 442 riders on the first day of sale, July 1, with the top number of sales tallied up on the East 14th Street line between Hayward and Oakland.

On July 4, another 416 passes were sold and on July 8, the total had grown to 551.

The guide book, distributed in conjunction with inauguration of the Sunday and holiday pass, was being requested by hundreds of riders. On the first day of publication, 250 written and telephone requests were filled and another 1800 copies delivered to park and recreation departments and chambers of commerce for public distribution in the cities served by the district. Personal requests were continuing at the rate of about 100 a day.

Included with the booklet is a list of "Things to Do For Summer Fun"—With AC Transit." Route maps of district service are also included.

Richmond Wins Trophy

AC Transit's road call trophy moved back to the Richmond division in June, after spending three months in the glass case at the Emeryville division, a memorial to a consistent record tallied by the Emeryville mechanics.

The Richmond workers took over the traveling trophy with a total of 18,100 miles per road call. In May, the Emeryville mechanics reached an all-time high by recording 23,600 miles per call.

Spry Bus Rider Celebrates 100 Years

By Virginia Dennison

When one of AC Transit's oldest passengers celebrated her 100th birthday recently, she got her centennial wish from fellow guests at the Salem Lutheran Home—100 bus tokens.

A sprightly and frequent user of district bus service, Mrs. Mary Louise Bettis had decided that tokens were all she needed for her birthday.

As a result, she was presented by residents of the home with a miniature bus, partly fashioned from tokens—one for each year—at a birthday party held at the home. But the festivities didn't stop there. She also was given a large decorated cake—with 100 lighted candles—and showered with orchids and birthday cards.

An inveterate world traveler, Mrs. Bettis now confines her "gallivanting" to bus trips all over the East Bay and San Francisco several times a week, hopping on and off coaches with the energy of a "youngster" half her age.

A native of Sonora in California's Mother Lode country, Mrs. Bettis lived in San Francisco as a girl and remembers the day (it was Aug. 1, 1871) when the city's first cable car made a jerky and halting trip up Clay St. past her home, a triumph to the genius — and energy — of its inventor, Andrew Hallidie.

When the car stopped half way up the hill, Halladie jumped into a wagon and rushed to the power house, where he applied lime and sawdust to the slipping rope, increased the tension, and got the car running again.

Mrs. Bettis, who later became friends with Halladie's widow, saw other cable car lines take the place of the horse cars. When her father moved to Berkeley in 1890, building a house on College Ave., near Dwight Way, she witnessed the East Bay's great era of transit electrification.

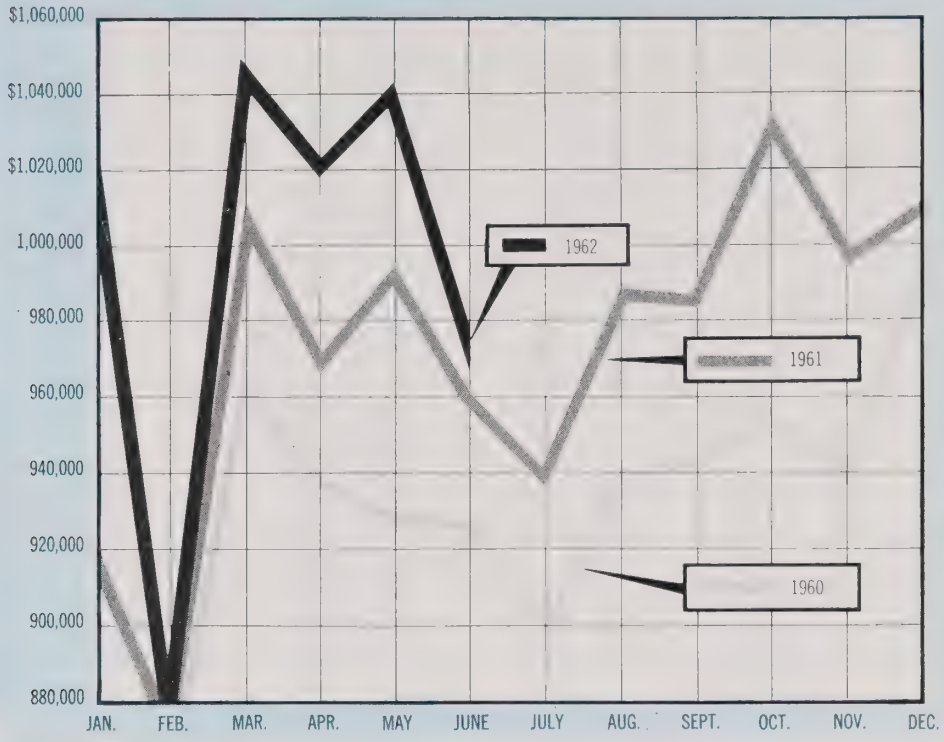
OOPS—Mrs. Mary Louise Bettis, 100 years old, alights from 23rd Avenue bus with her usual alacrity. She was presented a gift of 100 tokens for her birthday.

Mrs. Bettis since has considered Berkeley her home except when she was traveling or living in Hawaii.

No group was more surprised at her 100 years than the bus drivers who recognize her as a frequent passenger on Line 64, which stops near the Lutheran home.

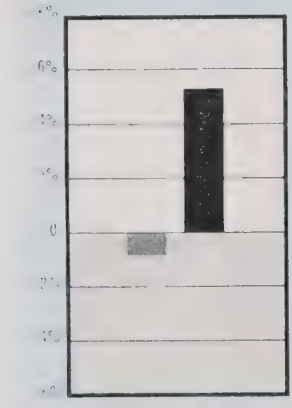
Operator Glenn Barker presented her with a token holder and 10 tokens in honor of her birthday, adding to the collection to keep her traveling for weeks to come.

AC/transit PASSENGER REVENUE... COMPARISON WITH PREVIOUS YEAR



MAY PASSENGERS

Percentage Change from Previous Year



AC TRANSIT
U. S. TRANSIT INDUSTRY

Transit patronage continued an upward trend in May, with 4,478,000 riders carried during the month—an increase of 5.4 percent over the same month a year ago.

Transbay commute book sales for the month were up 8.3 percent, showing an increase of $12,653 to $164,884 for total book sales.

Total district income of $1,114,000 was adequate to meet all operational costs, which were up 11.4 percent over May, 1961. Income also provided for amortization and depreciation, but was not sufficient for retirement of bonded debt and a portion of bond interest, leaving a deficit of $90,850 for the month.

As projected at the outset of the fiscal year, the district has been operating under a monthly deficit since last January due to the recent sizeable expansion in service. A more favorable net operating result has been experienced during the year, however, than originally estimated.

Miles operated in May, for example, totaled 1,953,000, an increase of 97,000 miles or 5.3 percent over the same month a year ago.

What the Editors are Saying About Transit

San Leandro Morning News:

Tradition Renewed by Area's Transit System

WHEN THE EAST BAY was young and gay, the Oakland Traction Company—eager to sell real estate along its tracks—painted one of its streetcars blue and gold and instituted the "Key Trolley Trip."

Points of interest in the growing East Shore Empire were carefully explained to those who bought a ticket and boarded the 1901-model streetcar at 40th and San Pablo .

Business got so good, another car, using a different route was soon placed into service.

As autos become more and more popular and the streetcar became just another way to go downtown, the trolley trip became less a feature. It was eventually abandoned.

But the idea of using public transit was not lost just because a pair of streetcars were repainted the traditional Key Route orange and demoted to mundane passenger service from Oakland to Richmond—and occasionally out East 14th St. to San Leandro and Hayward.

The Sunday-holiday pass became the thing. As in other cities, these passes were tried in Oakland for a while.

AC Transit has seen fit to revive them beginning July 1.

While it was probably more fun to ride a streetcar around Oakland when the streets were still dirt and the Hotel Oakland was popular—AC Transit's new Sunday-holiday pass looks like a bargain in this era of asphalt, buses and rubber tires.

If the pass proves a financial success, AC Transit will have revived an old tradition and proven once again it knows what it is doing—and how to do it.

IN MEMORIAM

The death of two early Key System workers was reported this month.

Luther C. Davies, 83, former truckman and pitman at the Emeryville shops, died July 2. Davies entered service in 1920 and was pensioned in 1948. He lived at 5110 Grove St., Oakland, before moving to Port Angeles, Wash.

Otto F. Smigelow, 82, former rail operator, died June 12. He entered service in 1918 and retired in 1944. His home was at 1256 Excelsior Ave., Oakland.

Hiring Office Moves

AC Transit's employment office has moved back to familiar facilities at the Emeryville division, 45th St. and San Pablo Ave, ending a 19-month stay in downtown Oakland.

The unit, which has tallied up considerable traveling time over the years, came to the general offices at 1106 Broadway after a 12-year period at Emeryville. Previously it was located downtown, moved to 40th and Yerba Buena Ave., back downtown, then out to 45th and San Pablo, returning to the Broadway offices in November, 1960.

The claims department was moved into the fourth floor offices formerly occupied by employment as part of the program to reduce rental office space.

Work Finished on 276 Diesel Coaches; Complete Rehabilitation Project Nears End

With 276 diesel powered coaches rehabilitated and repainted in district colors, AC Transit's biggest job of equipment renovation was nearing completion this month.

The restoration of usable equipment acquired from Key System Transit Lines in October, 1960, also has included the dieselizing and repainting of 20 GMC gasoline powered buses, and the repainting of 30 MAC gas coaches. Scheduled for completion by the end of the month was the repainting of another 10 GMC buses. Only 24 buses will still retain the yellow and green Key System colors at that time.

The job of improving and repainting the acquired equipment to supplement service provided by new buses was estimated to cost $208,105.

Employees Welcomed to Transit District

New employees, welcomed by AC Transit in May and June included:

Emeryville Division

Maintenance: Randlett Wahnee, 634 45th St., Oakland, service employee; Walter Malek, 26249 Eldridge Ave., Hayward, building maintenance.

Bus Operators: W. S. Smith, 241 So. 17th St., Richmond; B. L. Tomlin, 2233 Santa Clara Ave., Alameda; A. M. Yeager, 985 42nd St., Oakland; M. F. Maddox, 840 Warfield Ave., Apt. 6, Oakland; R. S. Cooke, 542 25th St., Oakland; M. J. Boothby, 1811 27th Ave., Apt. 307; Oakland.

Richmond Division

Bus Operators: James Harris, 647 So. 29th St., Richmond; John Slaga, 50 Ramona St., San Francisco; A. N. Ford, 911 Pennsylvania St., Richmond; J. J. Dugan, 138 Carlson Blvd., Richmond.

Seminary Division

Maintenance: Roy E. Breedlove, 460 Edwards St., Crockett; Robert J. Nicks, 3022 De Anza Dr., Richmond; Lex B. Patton, 3903 Solano Ave., Richmond; Jordan S. Leandro, 27753 La Porta Ave., Hayward; Darrell G. Dye, 5466 Huntington Ave., Richmond, all service employees; Jesse Puntes Cortez, 47441 Hoyt St., Warm Springs; David Fernandes, 1551 Madison St., Oakland; Don R. Hudson, 557 Montclair Ave., Oakland; Lawrence E. Kinion, 2432 Jefferson St., Berkeley; Gilbert C. Mendoza, 118 Davis St., Pittsburg; Elias K. Stratiotis, 401 Delano Ave., San Francisco.

Bus Operators: W. L. Potts, 131 Teddy Dr., Union City; L. S. Babock, 22284 So. Garden, Hayward; R. C. Comphel, 16039 Paseo Larga Vista, San Lorenzo; W. E. Smith, Jr., 2173 39th Ave., Oakland; A. W. Woodruff, 1759 Seminary Ave., Oakland; A. J. Wyatt, 188224 Carlton Ave., Castro Valley; O. F. Campbell, 4805 Fairfax Ave., Oakland; C. B. Walker, 2667 Wauchula Way, Hayward; Roy Brewer, 1010 52nd St., Oakland; C. L. Weiss, 1911 101st Ave., Oakland; D. C. Wall, 2338 E. 14th St., Oakland.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

Double Send-off Honors Supervisor

Albert Richardson veteran supervisor, has ended a 36-year career with a tired hand, full stomach—and a "big empty feeling."

Richardson, who lives at 1114 Pomona Ave., Albany, got a double-sized send-off before he left on a Canadian vacation preceding official Aug. 1 retirement.

He was first honored by over a hundred bus drivers at the Richmond division, where he was assigned for the past 10 years. There was a round of handshaking, a sizeable cash gift and a plentiful supply of coffee and cake. Later, the supervisors took over with another party.

Before he became a supervisor for AC Transit, Richardson worked as a street car operator and superintendent. Earlier, he worked on boats and trains in Alaska and British Columbia, a real "sourdough" who knew the northwest when it was roadless and wild.

But none of his experiences prepared him for his last day at work.

"I didn't know they could think that much of a boss," he remarked.

"I didn't think I could feel so empty inside at leaving, especially after all that coffee and cake."

Bound with him to Canada was his wife, Lucille. Richardson has four children and five grand-children.

END OF LINE—Supervisor Albert Richardson ends a 36-year career on a much-feted note. After a farewell by division bus drivers, he was honored by fellow supervisors including, left to right, standing, W. R. Beckett, J. C. Lyons, E. W. Burgess and W. A. Jenkins.

ACTIONS OF THE BOARD

At the regular meeting July 11, 1962, the Board of Directors:

• Authorized allocation of obsolete 1941 model Twin Coach bus to Northern California Motor Coach Association for historical display, on motion of Director Coburn.

• Accepted and filed engineering report of De Leuw, Cather & Company regarding affect of plans of Bay Area Rapid Transit District on AC Transit operations and finances, on motion of Director Coburn.

• Established position descriptions and salary ranges for claims department personnel, on motion of Director Coburn.

• Approved restatement of policy on purchase of materials and supplies, fiscal estimates, commitment of funds, payment of demands, and disposal of surplus and obsolete materials and equipment, on motion of Director Coburn.

TRANSIT TIMES

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
1106 Broadway
Oakland 7, California
Telephone OLympic 3-3535
Alan L. Bingham, Editor

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Executive Staff Assignments Expanded

A reassignment of executive staff personnel was made this month in the interest of improved efficiency and interdepartment liason.

Reassigned to new staff assistant positions were George M. Taylor, district secretary, who also will serve as administrative assistant to the general manager; H. D. White, transportation analyst who was named operations assistant to the general manager, and Harold M. Davis, personnel manager, who became executive assistant to the general manager.

Taylor came to the district in 1957 as administrative officer and was appointed secretary in 1960. He formerly was manager of the transit and highway department of the Oakland Chamber of Commerce.

White was operations executive of airport ground transportation in San Francisco before joining the district two years ago.

Davis, formerly on the executive staff of Key System Transit Lines, was named personnel manager when the district began operations in 1960.

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For the Good of Your Community
Vol. 5 No. 4
OAKLAND, AUGUST 1962

'Executive Car' Bus Service Proposed

Residents Queried in Piedmont on Use of Deluxe Commute Express to San Francisco Finance Center

A survey was underway this month to determine interest in the district's newest approach to commuting transportation — an exclusive "executive car" service.

The proposed self-supporting service would include such innovations as a continental breakfast, private radio-telephone facilities, soft music, wall-to-wall carpeting and a choice of newspapers at each reserved seat.

A stewardess would be aboard each trip to handle details of the service.

The innovation would add luxury to a speedy, express service direct to the heart of San Francisco's financial district.

Initial response to the proposed "executive car" was enthusiastic, including widespread approval in the Bay area press, both in news columns and in editorial comment.

Commuter Comfort

Four of the daily newspapers, for example, editorialized on the proposal — something of a record in itself — generally taking the view the plan to give the long harassed commuter greater comfort and ease was both timely and even perhaps past due. (See Page 3.)

If there is sufficient interest in the deluxe service, the district could put the "executive car" into operation by October or November.

A folder, detailing the "new concept in travel between home and executive office — The Financier," was sent to 3800 homes in Piedmont to sample reaction.

Piedmont was selected for initial study in the belief that a high income community would provide the greatest interest in the extra-fare service.

The same extra-fare plan, however, could be inaugurated in any area of the district.

Reserved Seats

Plans call for seats to be reserved by the month, with patrons billed at the end of the month for the charges, estimated at approximately $45. Subscribers would have identification cards which would entitle them to ride regular service if, for some reason, they occasionally desired to travel at an earlier or later hour.

Proposed innovations also include tables fitted to accommodate a foursome at cards, individual ash trays — smoking would be allowed — and name-plate seating. The district would convert present 45-passenger buses to a 34-passenger capacity, with a rounded lounge.

In giving the "executive car" service top priority, William J. Bettencourt, board president, explained:

"We have to keep looking forward. We have to make bus riding more attractive than the private car and I believe this is one of many ways to do it. This idea represents the ultimate in bus transportation.

"If there is a demand for it, AC Transit should supply it."

Service to Oakland Airport Among Improvements Scheduled in East Bay

Direct transit service to the newly expanded Metropolitan Oakland International Airport and special football bus service for home games of the Oakland Raiders were among improvements authorized this month by AC Transit directors.

Inauguration of two new lines Sept. 2 will eliminate transfers for riders traveling from downtown Oakland and East 14th St. to the airport, Brookfield Village and other residential and industrial areas in the vicinity of 98th Ave.

New Line 83A will leave downtown Oakland on East 14th St., serving Brookfield Village and the International Airport via 98th Ave. and Hegenberger Rd. Line 83B will operate over East 14th, but will turn off at 98th in an easterly direction, proceeding to MacArthur. Line 83 wil continue to operate via East 14th St. to 105th Ave. and Sobrante Park.

'Football Special'

The "football special" for Raider games at Youell Field will operate from two terminals — Grand Ave. and Broadway in downtown Oakland and from 1st Ave. and East 14th St. on the east side of Lake Merritt — to meet East Bay and transbay passengers. Service will be provided with a frequency up to every five minutes on Sunday afternoons, starting at approximately 12 noon, on the eight dates the Raiders have scheduled home games.

Other improvements include:

• Expansion of service on Line 60 in Colton Blvd. and Saroni Dr. area of Montclair.

• Rerouting of Line 93 — Hesperian Blvd. to serve a wider area of San Lorenzo.

• Expansion of Line 69 — 23rd St. to provide night and holiday service to San Pablo business and residential areas.

• Rescheduling of the intercity Berkeley Express line to provide service along Broadway between downtown Oakland and Jack London Square every 7 minutes and improve transfer connections with Lines 7 and 67 in downtown Berkeley.

• More frequent evening service on Grand Ave. through schedule changes on Lines 12 — Grand Ave. and 18 — Lakeshore Ave.

New Ward Boundaries Adopted for Election

New boundaries drawn for the five wards in the Alameda-Contra Costa Transit District were established this month in connection with the bi-annual election of transit district directors.

Transit district law requires that boundaries be redrawn every two years to conform with population changes.

The new lines generally follow the previous boundaries, except for the inclusion of all of San Leandro in Ward IV. Previously the southern part of the city was in Ward V.

New ward boundaries are as follows:

Ward I, Berkeley, Emeryville, northern part of Oakland; Ward II, Albany, El Cerrito, Kensington, Richmond, San Pablo and other sections of Contra Costa County within the district; Ward III, Alameda, Piedmont and the central section of Oakland; Ward V, Castro Valley, Hayward, San Lorenzo and other unincorporated areas of Alameda County within the district.

Terms of four of the seven members of the district's board of directors expire in January, 1963. They include William J. Bettencourt, president of the board, Ward IV; Col. Robert M. Copeland, USA (Ret.), vice president of the board, director at large; John McDonald, Ward III, and E. Guy Warren, Ward V.

First day for circulation of nomination papers was set for Aug. 28.

What the Editors are Saying About Transit

San Francisco Examiner:

Luxury Commuting

WE FORESEE wider uses, and wider appeal, in the East Bay's proposed executive commuter bus service than the first emphasis on its plush aspects seem to imply.

There is practicality here not measured by the girth of the patron's wallet. The $44 monthly charge, to be billed to the commuter, is little more — in some cases less — than the bridge toll and full daytime parking in San Francisco.

The whole tribe of one-car, one-man bridge riders — and the field is broad — should find the service attractive, not because they are rich, but because they know a bargain when they see it.

That rules out snobbery. If luxury goes along with the ride, who will fault it? As for the morning papers, continental breakfasts and beautiful hostesses, we think the Alameda-Contra Costa Transit District is thinking fast, and smart.

The commuter has been waking up out of transit nightmares too long; it is time for some of his more beautiful dreams to come true.

New Workers Join AC Transit Ranks

"Welcome aboard" was in order this month for another group of new workers who joined district ranks. They include:

Emeryville Division

Transportation: John Dwight McCrary, 635 Adams St., Albany, junior clerk typist.

Schedule: Norman Carl Williams, 189 Vernon Terrace, Apt. 8, Oakland, stenographer clerk.

Bus Operators: F. R. Self, 4327 Salem St., Emeryville; M. E. Christie, 1040 University Ave., Berkeley; G. P. Loch, 3664 Madrone Dr., Oakland; G. C. Turegano, 2060 Buena Vista Ave., Alameda.

Richmond Division

Bus Operators: F. P. Cicala, 18 Madoline St., Pittsburg; R. G. Le Boeuf, 4317 Santa Rita Rd., El Sobrante; M. L. Mitchell, 4010 State St., Richmond.

Maintenance: Harry Lee Cavyell, 1282 Weber St., Alameda; Arthur Omer Messier, 2817 19th St., San Francisco, service employees.

Seminary Division

Bus Operators: H. L. Weatherford, 1725 Seminary Ave., Apt. L., Oakland; Augustus Bell, 8518 Seneca St., Oakland; B. R. Graves, 2566 San Carlos Ave., Apt. 3, Castro Valley; D. R. Cramer, 2214 96th Ave., Oakland.

Free Guide Available

A free booklet, "Transit Trails," an illustrated sight-seeing guide to East Bay points of interest, has been made available by the district to encourage riders to go "adventuring by bus." Included with the booklet is a list of "Things to Do For Summer Fun with AC Transit."

Both are available at the district general offices, 1106 Broadway, Oakland, and the Transbay Terminal in San Francisco.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

Old Tunnel Studied for Faster Bus Service

With work scheduled to start in September on reopening of the Northbrae tunnel in Berkeley, AC Transit will have available a faster route for transbay and intercity express service — and the chance to revive a tradition of 50-years standing.

The tunnel under Marin Circle, unique among most tunnels, was used by Southern Pacific's "red trains" for 30 years and by the Key System's transbay Berkeley line for another 16 years until commute train service was abandoned in 1958.

Opening of the tunnel to vehicular traffic will provide a direct arterial between the Thousand Oaks and north Berkeley hill areas and the main downtown business area.

AC Transit is studying the feasibility of rerouting the transbay F — Shattuck line and the 33 — Berkeley Express line through the tunnel, cutting both time and distance from present routes — a change requested by the Berkeley Planning Commission.

Major working plans for the project, prepared by the Berkeley Department of Public Works, include construction of a two-lane roadway and sidewalk. The job, to cost $92,800, will take about three months.

If buses use the reopened tunnel, they will be putting a final touch on an historic transportation war between the old Key Route and Southern Pacific that culminated with the S.P. "moving a mountain" to compete with the astute Key Route builder, Francis M. "Borax" Smith.

Smith had franchises on direct routes to the Thousand Oaks area, so, in 1910, the S.P. decided to go underground. Instead of digging a tunnel in the more usual way, however, they cut the hill down, laid a cement tunnel in the cut, then piled the dirt back on top.

Trains entered the tunnel near the intersections of El Dorado, Sutter and Hopkins Sts., ran northwest under The Circle at the foot of Marin Ave. hill, emerging near Contra Costa Ave. From there, they traveled through a wooded canyon and private right of way to an initial terminal on Solano Ave.

The first "red train" ran over the route on Dec. 23, 1911. After the S.P. abandoned its Shattuck Ave. line in 1941, the Key System extended its "F" line through the tunnel on December, 1942.

MOLE HILL — The Southern Pacific, determined to run its "red trains" into north Berkeley, decided to circumvent Key System franchises in 1910 by tunneling through what is now "The Circle." This was looking north on Sutter St. toward the future tunnel entrance, Mar. 27, 1910.

CUT AND COVER — By Aug. 6, 1910, the hill had been cut away, leaving a lone early-day house tottering on the edge. Forms were being built for retaining wall at Sutter St. entrance and tunnel itself was under construction. Photo below shows finished tracks, tunnel and stairs on Oct. 6, 1912 — and the hill back beside the house.

— Photos from Vernon Sappers collection.

Approval Clears Way For Joint Study into Tri-City Transit Needs

With approval by the City Councils of Fremont, Newark and Union City, a study into the feasibility of extending AC Transit service into Washington Township was given the go-ahead this month.

The agreement approved by the three cities calls for Fremont to pay $2100; Newark, $600 and Union City, $300, toward cost of the study. AC Transit will pay the remaining half of the total cost which is estimated at $6000.

De Leuw, Cather & Co., a nationwide firm of consultants with offices in San Francisco, will begin the study following a preliminary meeting with representatives of the cities and the transit district. The firm has estimated the survey would take 45 or 60 days.

The study will include estimates on the transit needs of the tri-city area and a plan of bus operation, including local and express service routes, frequency, equipment needs and estimated expenses and fare box revenues.

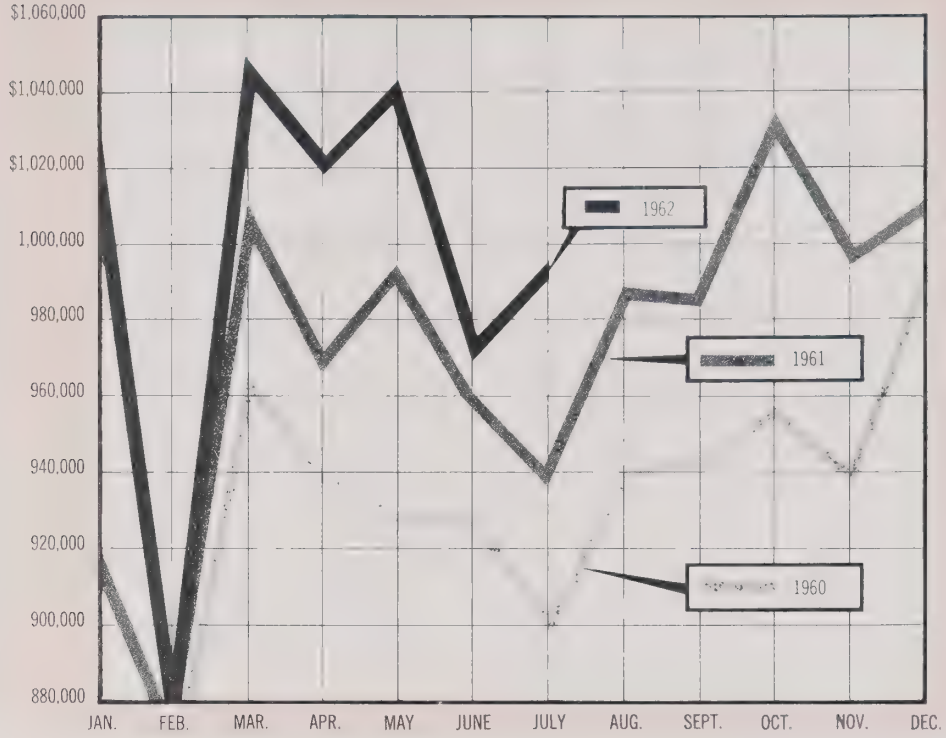
Sunday Pass Sales Show Big Increase

Sale of AC Transit's new Sunday and holiday "Summer Fun Pass" continues to spiral upward, after more than doubling during the first month the special rate tickets were made available to the public.

On the last Sunday in July, for example, nearly 1,000 passes were sold, more than twice the 441 purchased on the first Sunday.

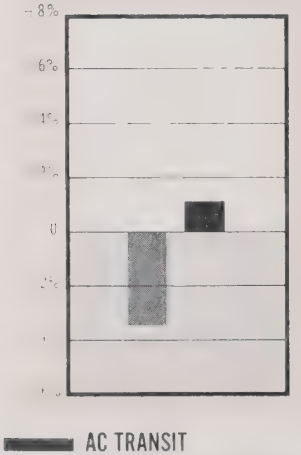
Sale of the passes has boosted gross Sunday revenue as much as 8 percent over the corresponding Sunday a year ago, though the average Sunday increase for all of July amounted to about 4 percent.

AC/transit PASSENGER REVENUE... COMPARISON WITH PREVIOUS YEAR



JUNE PASSENGERS

Percentage Change from Previous Year



More East Bay residents rode AC Transit in June than they did a year ago, but it was the smallest monthly increase in business since early in 1961.

Some 4,033,000 riders were carried during the month, an increase of 50,000 passengers or 1.25 percent. The small size of the gain was attributed, in part, to the recent tie-up of the Bay area construction industry, including its cumulative effect on buying power of midday women shoppers.

Transbay commute book sales for the month were up 3.7 percent, showing an increase of $5,500 to $151,900 for total book sales.

Total district income for the month of $1,042,000 was adequate to cover all operational costs, which were up 10.4 percent over June, 1961. Income also provided for amortization and depreciation of equipment, but was not sufficient for retirement of bonded debt and a portion of bond interest, leaving a deficit of $97,500.

Operating estimates for the fiscal year anticipated a monthly deficit, though a more favorable net operating result was experienced than originally projected.

Miles operated in June totaled 1,859,000, an increase of 73,500 miles or 4.1 percent over June, 1961.

They All Like Murphy in Montclair

By Virginia Dennison

"Murph" — officially it's Frank P. Murphy — has been driving in the Montclair area so long he's lost track of just when he started. But it's been long enough to became a popular and legendary figure.

He's Montclair's "own" — the man who knows all (well, almost!).

Hill area residents, back in 1955, picked "Murph" as driver of the month. He came in for recognition again this month when the *Montclarion,* neighborhood newspaper, chose him for a special feature story.

"Murph" has been driving in the Montclair area since before World War II — which makes it at least 20 years — and he hopes to stay right on Lines 59 and 76 until he turns in his badge a couple of years from now.

He likes the Broadway Terrace and Montclair lines for a simple reason:

"I just like the people."

"Murph," who is bucking 63, is one of the old-timers with AC Transit.

He started driving for N. P. Alevizos back in 1932 when Alevizos — now superintendent at the Richmond division — was operating the former Oakland Bus Co. in West Oakland and the waterfront area.

Murphy moved along with the company into the Key System fold, then into the transit district.

In the couple of decades he has been driving in the hill area, he's seen a lot of the kids he used to wheel around — in a bus, of course — grow up and commence rearing youngsters of their own.

He knows most of his passengers, a bit about lots and houses and values and another bit about things that have happened along his routes.

Murphy and his wife, Caroline, have no children of their own, but rather a large family among his passengers. And he has no problems with his passenger youngsters, either — they all behave with Murphy.

The Murphys live at 431 38th St., Oakland, where he has a work shop and tools to fix almost everything.

"There's one thing I can't do," he's decided. "I can't fix broken hearts" . . . including the ones his passengers maintain they'll have when he retires.

FAVORITE — Frank P. Murphy, who has been driving in the Montclair area for over 20 years, has seen a lot of his younger passengers grow up — among them Jean Perry, 19, of 6287 Valley View Dr. He's a special favorite of hill area riders.

ACTIONS OF THE BOARD

At an adjourned regular meeting July 25, 1962, the Board of Directors:

• Approved display of paid political advertising on district buses providing advertisements bear approved disclaimer and that space be made equally available to opposing candidates or sides of a ballot measure, on motion of Director Coburn.

• Revised district ward boundaries to reflect recent population changes, on motion of Director Coburn.

• Approved route revision and other operating changes to Lines 18 — Lakeshore Ave. and Park Blvd., 39 — High St., 60 — Snake Rd., 69 — 23rd St.,83 — East 14th St. and 93 — Hesperian Blvd., and authorized construction of a passenger shelter at San Pablo and Yerba Buena Aves., Emeryville, on motion of Director McDonnell.

* * *

At the regular meeting August 8, 1962, the Board of Directors:

• Approved operation of shuttle bus service to Frank Youell Field on occasion of Oakland Raiders professional football games, on motion of Director Coburn.

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JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

• Authorized contract agreement with De Leuw, Cather & Company for engineering study of possible transit service in Washington Township, on motion of Director Barber.

• Called election for four directors of the Transit District to be consolidated with general election November 6, 1962, on motion of Director Coburn.

Old-Time Employees Taken by Death

Deaths of the following workers was reported during the month.

W. E. Hanna, 83, of 5224 Miles Ave., Oakland, who entered service as a street car operator in 1915. He transferred to the Key System trains in 1948, working until he retired in 1957. Mr. Hanna, who died July 14, is survived by his widow, Florence.

E. C. Tripp, 69, who died July 15, worked on the trains from 1925 to 1944. From 1944 until he was pensioned in 1958, he was a ticket collector at the Transbay Transit Terminal in San Francisco. Mr. Tripp is survived by his widow, Irene, of 5413 Thomas Ave., Oakland.

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TRANSIT

For the Good of Your Community

Vol. 5 No. 5

OAKLAND, SEPTEMBER 1962

OCT 3 - 1962

UNIVERSITY OF CALIFORNIA

'Parade of Progress' Introduces 30 New 'Liners' to East Bay Residents

Another 30 new buses were in service on neighborhood lines this month after the longest bus parade in East Bay history introduced the latest AC Transit improvement to district residents.

The buses, along with two large portable sign-boards, made a half-mile long line of march as they serpentined through seven East Bay cities.

Paced by march music, the buses rolled briskly—and with military preciseness—along the main streets of Oakland, Alameda, San Leandro, Hayward, Berkeley, Albany, El Cerrito and Richmond.

The parade over, they returned to division yards to get ready for start of service on different lines.

$780,000 in Equipment

The signboards, pulled by trucks decorated with streamers and balloons, carried the message: "Parade of Progress—30 new Transit Liners join AC Transit fleet—$780,000 worth of smart riding."

The buses were escorted by motorcycle police, who blocked intersections so the caravan could keep its exact formation.

The new 45-passenger coaches raise the total of new buses to 280.

The new equipment was ordered by the board of directors to keep pace with the district's continued growth in patronage.

Buses on Parade

With the new arrivals, 15 of the gasoline-powered Mack buses, vintage of 1947, will be sent into retirement, leaving the district a total bus fleet of 645 coaches.

DELIVERY DAY — The district's $780,000 "present" to local riders, additional new buses, are unloaded from freight cars at West Oakland railroad yards. Before they went into service, the 30 coaches were paraded through East Bay cities.

Buses Add to Airport Dedication Success

Air transportation was the theme, but bus transportation played a major role of its own in the dedication events at Metropolitan Oakland Airport during the month.

AC Transit provided two separate services in carrying thousands of viewers direct to the open house, air show and other attractions scheduled for the "grand opening."

A special express bus service was operated from downtown Oakland and Alameda direct to the terminal building.

Other buses, chartered by the Airport Dedication Committee, picked up car riders at 10 locations in parking areas and transported them to the terminal headquarters.

The special express service was routed from Grand Ave. and Broadway in Oakland, along Broadway and through Alameda, switching to an exclusive bus lane at Maitland Rd.

By using Maitland and then a private airport road—both blocked to auto traffic—buses were able to travel to and from the new airport in record time, avoiding congestion on regular approaches. Cards were posted on poles along the Oakland and Alameda portions of the route to remind riders where to catch the service.

Visitors using their own cars found free parking for 13,000 automobiles, plus the shuttle buses to take them from parking areas to the terminal.

Operating on a loop, the buses ran every minute, providing constant service to the activities. A flat fare of 10 cents was charged for the shuttle, with children under 5 riding free.

Duplicate Bus Service Held Unnecessary

AC Transit opposition to duplicate and competing bus service by Peerless Stages between Hayward and downtown Oakland was heard this month by the State Public Utilities Commission.

After hearing district testimony, commission examiner Martin J. Porter recessed the hearing for six weeks to allow attorneys to file additional briefs. A decision by the PUC is not expected for several months.

In appearing before the commission, district officials stressed that operation of duplicate local service would defeat one of the primary purposes of the publicly-owned transit district—a unified coordinated transportation network with system-wide service through transfers and feeder line connections.

They asked the commission to reconsider its recent decision which granted Peerless rights to run buses in one of the major AC Transit service areas.

A brief filed by Robert E. Nisbet, attorney for the district, contended the PUC decision is in conflict with a California Supreme Court ruling which states the commission cannot allow transit competition in areas actually served by a public bus company.

No Public Necessity

He also maintained the PUC authorized local service by Peerless even though no showing had been made that "public convenience and necessity" required the additional service.

Supporting the district's position that the region already is adequately served, testimony was given by E. Sam Davis, director of research and planning. He reported that the district presently operates six lines between Hayward and Oakland, with 49 schedules between the 7 a.m. and 9 a.m. commute hours and 62 schedules between 4 and 6 p.m. During midday, there are 20 schedules an hour.

Nisbet, in his brief, also cited a 25-year contract between Peerless and AC Transit predecessors in which Peerless was paid some $210,000 for its local operating rights between Hayward and Oakland.

Since AC Transit purchased assets of the predecessor company, the contract still is valid, Nisbet said, and has been violated by the PUC order.

IN MEMORIAM

Death has come to a group of pensioned transit workers, all of them pioneers in the early days of Key System operations.

C. F. Church, who entered service in 1913 as a street car operator, died Aug. 23. Mr. Church, who was 77, was pensioned in 1938.

He lived at 2532 East 24th St., Oakland, and is survived by his widow, Mae.

Alfred H. Luther, 83, former train motorman, died Aug. 6. He went to work in 1922 and was pensioned in 1946. His home was at 1207-87th Ave.

Charles A. Jones, 79, a street car operator during his years of service from 1917 until 1948, died July 26. He lived with his wife, Pearl, at 2137 9th Ave., Oakland.

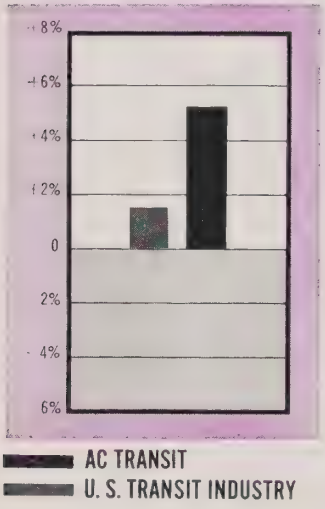
Delbert W. White, 63, was pensioned in 1958 after 36 years on the trains. Mr. White, who also died July 26, lived with his wife, Electa, in Auburn.

John E. Hine, 77, of Cotati, was pensioned in 1951 after spending 35 years on the trains. He died July 25, His widow, Sada, survives.

Earl H. Mangum, who died July 29, worked as a motor coach operator from Nov., 1923, until he was pensioned in 1955. He lived at 1410 96th Ave.

District Patronage Growth Continues; Surmounts Industry-wide Summer Slump

JULY PASSENGERS
Percentage Change from Previous Year



Growth in AC Transit patronage held strong in July, side-stepping the deep summer slump customary in the transit industry.

A total of 3,905,000 riders were carried during the month, an increase of 195,000 passengers or 5.3 per cent. The average gain represents an increase of 4.3 per cent on East Bay lines and 8.9 per cent on transbay lines.

Transbay commute book sales for the month were up 14.8 per cent over July of a year ago, showing an increase of $20,500 to $158,742 for total book sales. This was the largest single monthly increase in commute sales since an exclusive bus lane was established by the State on the Bay Bridge last January.

Growing use of the district's Sunday and Holiday Summer Fun Pass, which went on sale for the first time July 1, also contributed to the business increase.

Total district income for the month of $1,062,512 was adequate to meet all operational costs, which were up 10.3 per cent over July, 1961. Income also provided for amortization and depreciation, but was not sufficient for retirement of bonded debt and a portion of bond interest, leaving a deficit of $98,800 for the month.

The newly adopted 1962-63 budget anticipates a monthly deficit for the current fiscal year in anticipation of such time as passenger growth catches up with last year's sizeable service expansion. Surplus carry-over funds and anticipated savings from the district's new self-insurance program are expected to balance the budget.

Miles operated in July totaled 1,855,168, an increase of 96,900 miles or 5.5 per cent over July, 1961.

Veterans Say Goodbye To East Bay Transit

Fred J. Blatt, who said the last farewells to both the ferry boats and the trains, now has a final goodbye—to the transit industry that has been his job for 35 years.

Blatt, who will be pensioned as of Nov. 1, left his first love, the sea, in 1927 to take a "temporary" job with the Key System. Ferry boats were his province for the next 13 years and in 1940, as manager of the marine department, he put the boats to bed, staying with the company until they were sold.

The experience was repeated in 1958, when he was superintendent of shop and electric railway equipment. Fred saw his shops sold, then the trains.

He switched to the bus division and has been maintenance foreman at the Richmond division. Blatt, 62, lives at 23 Ramona Ave., Oakland. Now he and his wife will travel on their own.

Also retiring Nov. 1 is Wilburn C. Rissman, 65, of 715 Talbot Ave., Albany, veteran street car operator and motor coach driver. He entered service in 1925.

FASHIONABLE BUS — Taking parts of an old bus and parts of a new, AC Transit maintenance workers put together this replica of a "Transit Liner" for department store window displays.

Window Display Features 'Transit Liner'

Taking "something old and something new," the maintenance department has put an actual section of a bus together to make a "different" window display for department stores in the area.

To make the display, workers took a section of side panel and ceiling, plus seats, from an old bus. New body parts, including large picture and standee windows, were fitted into the old siding to resemble the "Transit Liner" look.

The seats were covered with new vinyl and the frames painted in chrome to match the district's modern buses. To further the illusion of an actual bus in transit, a photo mural was made of a scene—spotted through the window—appropriate to any section served by AC Transit.

The display, already featured in department stores in Oakland and Richmond, points up the district's theme: "It's Smart to Shop Downtown by Bus."

To Picnic in the Sun — and Watch the Elephant Wiggle — Ride the Bus to Knowland State Park

If you haven't seen Effie shimmy, you haven't seen anything yet.

Effie is Oakland's baby, and it's not sure if either Effie or the people who remember her riding around town in a car realize she's now a grown-up elephant.

Rightfully, she's the star at the Knowland State Arboretum and Park, but there's a bigger reason to plan a bus junket to the park.

It's one of the few ideal places, close by, to have an old-fashioned picnic, and to soak up some pleasant out-of-doors.

There you are, right in the middle of a city, with bus service to the gate and, on the other side, unspoiled, rolling countryside, dotted with the unusual trees that make up an arboretum.

If you want to climb the hills and walk through the woods, you can pretend you're hundreds of miles away, perhaps in the Mother Lode, and the world is yours.

Or you can enjoy the stretches of lawns, with picnic tables spotted here and there. The kids will find a multitude of interests, things to ride and to play on, animals to see.

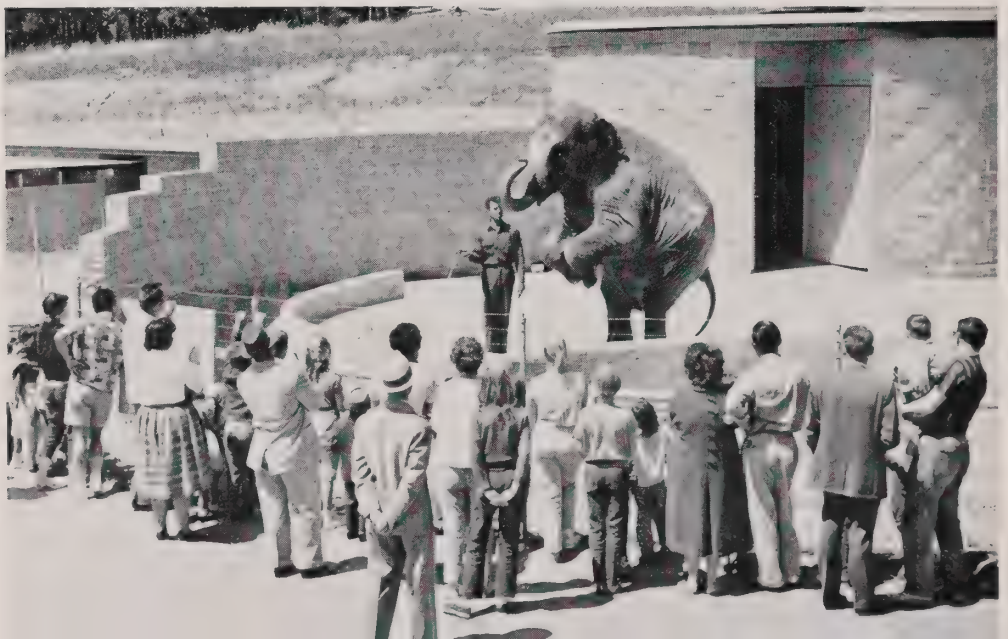
Incidentally, the Oakland Park Department, which is operating and developing the State facility, has plans now in the making for an "Animaland" which will eventually put the park in a unique spotlight.

The animals will be able to see eye to eye with the spectators. The lions will roam free in their own compound and the people will be in cages—or at least, in little moving car-like cages.

There will be a tropical rain forest exhibit, where the wildlife will be contained only by light, with spectators safe in darkness.

A part of this already is under construction, so walk up the canyon from the picnic area for a preview of the primate cages and hospital area, Effie's

NOW TAKE A BOW—Effie plods happily through her tricks for benefit of a Sunday audience at the Knowland State Arboretum and Park. She's big, but loveable.



ALL ABOARD—Who can resist a train ride through the fields and woodsy countryside?

GIDDYUP — Dappled ponies provide small fry with an enchanting trot through the Knowland State Park.

ACROBAT'S DELIGHT—The new gibbon cage will allow the free-wheeling apes room to really swing. The ramp will lead through an aviary.

compound and the spectacular gibbon's cage.

The spiral ramp around the gibbon's cage will help you watch the acrobats of the ape world swinging 40 feet at a whack. It also will lead through an aviary, part of the overall plan of having wild life and people in close affinity.

Effie is out to play from 9 a.m. to 3:30 p.m. daily and gives a show, including the shimmy, at 2:30 p.m. on Sundays and holidays.

To reach the park—and avoid Sunday parking problems—take Line 56 to Mountain Blvd. and Golf Links Rd.—and leave your troubles at home.

There's no admission and let your pocketbook be your guide when it comes to rides. Somehow, the sun always seems to shine warmly and it makes for a relaxing day. But don't forget some peanuts for Effie—and we'll let you in on a secret. She'll "blow a horn" for the tidbits, if you ask her.

Special Direct Bus Service Arranged For Area Football and Race Track Fans

AC Transit went sporty this month—one of its busiest—operating special service for those who follow the bangtails, the Raiders or the California Bears.

A "Race Track Special," Line 94, was operating from University and Shattuck Aves. in Berkeley, taking fans direct to the grandstand at Golden Gate Fields in Albany for the 44-day racing season which opened Sept. 10.

East Bay fans could connect with the Line 94 service, while race track goers from San Francisco had special non-stop service from the Transbay Transit Terminal. This express was delivering riders at the grandstand in 20 minutes.

The district also put itself on the Raiders' bench by running shuttle buses to Youell Field from two terminals, one at Grand Ave. and Broadway and the other at 1st Ave. and East 14th St.

The football season at University of California was greeted by the district with a public invitation: "Let's go the easy way to Cal Stadium."

Service on Line 51 and Line 40 was increased for the games and express buses also were put into service, taking fans from the San Francisco terminal to the stadium gates at Piedmont Ave. and Gayley Rd. in 30 minutes.

New Shelter For San Pablo Station

"San Pablo Station," a busy and important transfer point for more than half a century, will get its first streamlining, as result of district plans for a new passenger shelter.

The shelter, to be built at 40th St. and Yerba Buena Ave., will be of open steel structure, with a "butterfly roof" design. It will be large enough for two buses.

Directors authorized general manager K. F. Hensel to use bond funds, already earmarked for terminals, for the construction. Cost of the 42-foot structure was estimated at $2,000.

Development of smaller neighborhood shelters at major transfer points elsewhere in the district also is under consideration.

The transfer point, long known as San Pablo Station, has been a well-used stop since the beginning of Key Route trainferry service in 1903. It was the last in-town stop before the Key pier and was also the point where automatic block signals began.

Up-to-Date Route Maps Available to Public

New route maps, containing the latest AC Transit service improvements, were made available this month to the public.

The multi-colored maps include the routing of present AC Transit service, from El Sobrante and Richmond in the north to Alameda and Fairway Park at the southern boundary of the district.

Similar to previous route maps, points of interest are highlighted by informal drawings appropriate to various sites.

On the reverse side, the map has "a guide for going places on AC Transit," ranging from Alameda beaches to Woodminster Amphitheater, plus a detailed map of operations in downtown Oakland.

Some 30,000 maps were turned out in the new printing, to fulfill a steady demand set off by the recent free distribution of "Transit Trails" booklet and a list of "Things to Do for Summer Fun."

The new maps will be available at the Transbay Transit Terminal in San Francisco, at the general office, 1106 Broadway and at various Chambers of Commerce offices.

His Hobby Pays Off in Blooms and Prizes

By Virginia Dennison

Gaston Salles, who has been working as a stock clerk for AC Transit since 1945, is a very modest man.

He has compensated for a handicap by becoming a champion in a new field—and he has the trophies and ribbons to prove it.

He keeps the ribbons in a closet and he's shy about the trophies. But he blooms—just like his prize-winning roses—when he gets out in the garden that gave him new interest, and a measure of fame.

And this for a man who had never "even stuck a fork in the ground" until after he lost his right hand in an accident in 1941!

Salles, who picked up the nickname of "Cy" after he went to work for the district, is as happily French as his native land, but the accident was a mental shock, as well as a physical one.

"I had been a baker all my life. I didn't know what to do next. I was pretty depressed, but my neighbor, who was the keeper at the Berkeley Rose Garden, said 'Well, boy, you snap out of it and do something.' He got me to plant 3 or 4 rose bushes."

From that beginning, in his yard at 1624 Curtis St., Berkeley, Salles has expanded to more than 150 bushes, of some 80 varieties. And he has become a prize winner of note.

This year alone he had the best rose at the East Bay Rose Society Show, picking up four trophies, the gold medal certificate of the American Rose Society and the Crombie plaque, for his entries.

The Alameda County Fair added another 19 or so ribbons to a collection of well over 100.

How do you win prizes for roses?

You get the best varieties for the climate; prepare the ground right, and you keep working—pruning, spraying, watering.

BACKYARD HOBBY — Gaston Salles, stock clerk at the Richmond division, finds fun and friends in raising prize winning roses at his Berkeley home.

"You have to live with the plants so you know how they perform. You learn from other people and try new ideas. Then you pick up a few tricks of your own."

For home gardens, he has these favorites: "First Love" in the pink, "Chrysler Imperial" in the reds, "King's Ransom," among the yellows; "White Night" for a white rose and the new "Tropicana" in orange.

He also has some advice: "Hard work."

Signs Expand Bus Stop Information

Initial results of a passenger information study were seen this month as new bus stop signs were posted in Berkeley, noting exceptions to hours of bus operation, along with other pertinent traveling data.

On lines where buses are not running a full seven days and seven nights, the period of non-operation was included, for the special benefit of new riders who otherwise might wait unnecessarily. The signs also list the route number of each line that observes the stop, its destination, and principal street of travel.

In line with the district's program of assisting riders, the special signs also will be posted along the route on Line W in Alameda, signifying that buses operate only during certain commute hours and in one direction—San Francisco-bound in the morning and Alameda-bound at night.

The signs posted in the downtown area of Berkeley are similar to the ones erected in downtown Oakland, except for the addition of non-operating times.

The signs will be installed at downtown locations in other East Bay cities during the next several months.

INFORMATIVE SIGNS — Maintenance workers Dudley Williams, left, and John Cappa post new signs in Berkeley.

Excursion Passes to Be Sold Year Around

The Sunday and holiday pass, made available during the summer period, has proven so successful it will be continued on a year-round basis.

The board of directors decided to extend the pass as result of the steady increase in sales.

During the month between Sunday, August 5, and September 3, some 16,111 passes were sold. August 19 was the busiest day with 1187 passes purchased by riders, as compared to the 441 sold on July 1, initial date of sale.

The four Sundays in August accounted for 14,407 passes and the Labor Day week-end added sales of 1704.

An analysis of Sunday riding has indicated that a substantial portion of the yield from the passes represents new business.

New Employees Find Warm Welcome In Different District Departments

It was welcome time again this month for a number of new employees. They include:

General Offices

Claims: Alan Harley Davidson, 4100 Greenwood Ave., Oakland, asst. trial attorney.

Treasury: Louis B. South, 3215 No. Main St., Pleasant Hill, junior typist clerk.

Emeryville Division

Transportation: Peter Mazuca, Jr., 6423 Bancroft Ave., Oakland, mail carrier.

Bus Operators: E. L. Bond, 421 Van Dyke Ave., A. A. Leonardo, 9956 6th St., Oakland; N. N. Gee, 2639 22nd Ave., Oakland; E. G. Brewster, 3808½ Mission St., San Francisco; H. L. Kenner, 2270 Stanton Ave., Richmond; B. L. Bennings, 1508 Madison St., Oakland; M. M. McMillan, 1900-A Woolsey St., Berkeley; R. E. Millhorn, 5355 James Ave., Oakland. Returned from military leave: G. T. Jacobs, 3018 E. 7th St., Oakland.

Richmond Division

Bus Operators: G. G. Norton, 707 Shields St., San Francisco; W. B. Rivers, 1593 N. Opal St., Richmond; R. H. Barnhill, 3149 Rollingwood Dr., San Pablo; J. M. Blackwell, 2513 Hinkley Ave., Richmond; W. S. Campbell, 2513 Hinkley Ave., Richmond.

Seminary Division

Maintenance: Charles D. Brearley, 2724 School St., Oakland; George A. Bryant, 1515 28th Ave., Oakland; William L. Degraw, 10065 MacArthur Blvd., Oakland; Darel J. Koger, 1528 23rd Ave., Oakland; Homer D. Reagan, 4250 Appian Way, Apt. D, El Sobrante; service employees.

Bus Operators: R. C. Mitchum, 1979 Orchard Ave., San Leandro; W. E. Snow, 32776 Moccasin St., Union City; G. E. Rock, Jr., 16005-A Mateo St., San Leandro; W. L. Black, 4458 Fleming Ave., Oakland; A. C. Akins, 396 Culp Ave., Hayward; H. E. Fearn, 1277 99th Ave., Oakland.

Nothing Phases Central Dispatch; Not Even 95 Elks Out on the Town

Central Dispatch, used to many problems, managed recently to expertly handle 95 celebrating Los Angeles Elks, but not without a few hectic moments.

Donald Bennett, on duty, got a phone call on a Sunday night from a man who said he was on a train at Davis, en route to Oakland. He wanted two chartered buses to meet the Elks 30 minutes later to take them to an Elks Club during an hour stopover.

Bennett, dubious, checked Elks clubs in the area, found they not only weren't expecting guests, they weren't even open. The Southern Pacific station master knew nothing of Elks, but confirmed the pending arrival of a train.

The dispatcher checked with AC transportation manager, D. J. Potter, who gave the go-ahead to have two buses waiting at the 16th St. station.

Bennett checked the three AC divisions for men and equipment: none available. Then he radioed a supervisor to intercept two schedules, due in at the Emeryville division. They kept rolling, arrived in time to meet the train—and sure enough—95 happy Elks.

The buses transported them to a local tavern, where they spent a happy hour and were driven back to their train and departed.

As one East Bay newspaper columnist reported: "You have to run an enterprising bus company to make money out of an Elk migration."

ACTIONS OF THE BOARD

At an adjourned regular meeting August 22, 1962, the Board of Directors:

• Approved program for introduction to the public of 30 new Transit Liner buses, on motion of Vice President Copeland.

• Authorized operation of special express service to dedication of new facilities at Metropolitan Oakland International Airport, on motion of Director Barber.

• Approved cancellation of lease and purchase of six automobiles used by claims department personnel, on motion of Director Barber.

• Decided against renewing option on lease covering district headquarter offices at 1106 Broadway, Oakland, on motion of Director Barber.

• Levied tax of 2.9 cents per $100 of assessed valuation on property within Special Transit Service District No. 1, on motion of Director Coburn.

• Approved revised resolution calling election for four directors of the Transit District at the general election November 6, 1962, on motion of Director Coburn.

• Authorized members of Board of Directors and up to three staff personnel to attend annual meeting of American Transit Association, on motion of Vice President Copeland.

TRANSIT TIMES

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Alan L. Bingham, Editor

BOARD OF DIRECTORS

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Ward IV

ROBERT M. COPELAND . . . Vice President
Director at Large

ROBERT K. BARBER . . . Director at Large

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WILLIAM E. BERK . . . . . Ward II

JOHN McDONNELL . . . . . Ward III

E. GUY WARREN . . . . . Ward V

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KENNETH F. HENSEL . . General Manager

ROBERT E. NISBET . . . . . Attorney

JOHN F. LARSON . . . Treasurer--Controller

GEORGE M. TAYLOR . . . . . Secretary

* * *

At the regular meeting September 12, 1962, the Board of Directors:

• Denied request of Fielder, Sorensen & Davis to install "king-size" advertising panels on 80 new 45-passenger buses, on motion of Director Barber.

• Denied request of Fielder, Sorensen & Davis to install "cineramic" advertising panels on 80 new 45-passenger buses, on motion of Director Barber.

• Denied request of National Transit Advertising Assn. to contribute 3 per cent of district transit advertising net revenue for purposes of promoting greater use of transit advertising, on motion of Director Coburn.

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AC TRANSIT transit-times
For the Good of Your Community
Vol. 5 No. 6 OAKLAND, OCTOBER 1962
UNIVERSITY OF CALIFORNIA

District Ends Year With Rider Gains, Financial Growth

The transit district has completed its second fiscal year on a sound and vigorous note—and in a far more favorable financial position than anticipated at the outset of the 12-month period.

Despite major service expansion and the effects of a wage increase for district personnel, net operating revenue of $1,267,600 was approximately $243,000 greater than estimated at the beginning of the year.

The district's financial status, its impressive growth and its accomplishments were detailed this month in the second annual report — appropriately issued to mark AC Transit's second anniversary.

In his review of the year, General Manager K. F. Hensel attributed the encouraging financial outlook to several factors, including a sizeable growth in charter revenue, maintenance and other operating efficiencies and savings resulting from a decision of the Board of Directors to operate its own claims department and convert its indemnity program to a partial self-insurance plan.

Hensel added that a careful analysis of year-end results and trends indicates a continuing increase in patronage which he believes "will be sufficient at the current level of fares and taxes, together with available surplus funds, to meet ob-

(Continued on Page 4)

AC Transit Maintains 'Hands-off' Policy on Rapid Transit Bonds

AC Transit probably will not take a position on the rapid transit bond issue which will be on the general election ballot Nov. 6.

But if voters do approve the rapid transit plan proposed by the San Francisco Bay Area Rapid Transit District, AC Transit "will make every effort to coordinate its own bus operation with the three-county rapid transit project."

William J. Bettencourt, president of the AC Transit board of directors, gave this summary of the district's position this month during a meeting with downtown Oakland retailers and property owners.

The transit official also repeatedly referred to the "confusion in the public's mind" over sponsorship of the rapid transit bond issue.

The rapid transit proposal has been engineered and submitted by the Bay Area Rapid Transit District — not AC Transit, Bettencourt emphasized. The two districts are entirely different public agencies.

He pointed out that AC Transit was created by the people six years ago to take over and improve public transportation in the East Bay, while the Bay Area Rapid Transit District was established by the State Legislature to develop a re-

(Continued on Page 10)

What the Editors are Saying About Transit

San Leandro Morning News

AC Transit Has Earned Respect

ALL TOO OFTEN the new image of the Alameda-Contra Costa Transit District is what is reflected in the new silver-sided buses in service on East Bay streets. True, the new coaches are one symbol of transit progress in an area that for long was saddled with poor bus service and just a plain discourteous outlook toward the public by Key System.

The real success of AC Transit, although symbolized by the new buses, is how these buses have been used by the district as tools to improve service and attract riders.

By implementing expensive engineering studies, instead of filing them as San Francisco and Los Angeles have done, AC has become one of the most successful publicly-owned transit systems in the nation.

AC has extended its bus lines and improved its services. Never before in East Bay history could local groups sit down with transit officials and discuss what bus lines are needed in their areas, or possible service improvements.

Just as important as the service improvements and new equipment is the outlook AC has brought to transit in the East Bay.

AC Transit is pioneering a new concept around here. They feel they are being paid to serve the public. For the first time in a long while, citizens — the passengers of the district — are treated like human beings, not just someone to fill the coffers and pay the stockholders.

One has only to look once at the attitude of the Municipal Railway of San Francisco and the public apathy toward the Los Angeles Metropolitan Transit Authority, to appreciate AC Transit.

AC Transit has become part of the East Bay community. It has earned this respect and admiration of the area by its actions — not its promises.

District Wins Top Maintenance Honors

One of the coveted awards of the industry, the Fleet Owner Maintenance Efficiency Award for 1962, was presented to AC Transit this month for its excellent maintenance performance.

J. Brooks Rice, maintenance manager, accepted the honors for the district at a banquet in Detroit which highlighted the National Fleet Owner Conference.

The award includes a mounted plaque and a blue and gold pennant.

AC Transit was one of two urban public transit properties in Northern California to be named a winner in the 33rd annual awards given by Fleet Owner, national trade magazine of the truck and transit industry. The Sacramento Transit Authority also was honored, receiving another star for a pennant already won.

Awards are based on achievement of most favorable balance between low maintenance costs and reliable, trouble-free operation. The selection committee also considered number of miles operated per road call, number of buses available for service at all times, cost of maintenance per mile and general excellence of repair and maintenance facilities.

The district, in its entry, stressed the extent of effort spent in the maintenance of bright, clean buses.

Passengers Give Party For 'Top Cookie'

Dorothy Torrenga, the "grandma of the 18 line," who tops the seniority list among the district's women operators, gathered in a new title this month: "Top Cookie."

Passengers, who think Dorothy is a "real doll," bestowed the honors when they gave her a cookie shower to celebrate her 20th anniversary as an operator. It turned out to be a day-long party that has probably never been matched by another transit property — at least not in cookies.

The festivities got underway on her first schedule on "anniversary day."

Tipped off ahead of time by a feature in the *Oakland Tribune* and by broadcasts by radio news analyst John K. Chapel — one of her riders — the passengers gathered at the end of the Line 18 at Walla Vista and Balfour Aves.

One couple, celebrating their own 52nd wedding anniversary, came from the outskirts of San Leandro to renew an old friendship. Oscar Vitt, one-time baseball great, came from his nearby home.

All together, some 30 passengers made it quite a party. J. D. Goodman, superintendent of the Emeryville division, pinned on a corsage; G. L. Modjeski, chief clerk at the division, provided extra boxes of home-made cookies, to be shared with the celebrants.

But the festivities didn't stop there. Passengers boarding during the day added their own cookies and presents.

Mrs. Torrenga made her start with Key System on Sept. 30, 1942, worked as a street car operator until 1948 and then switched to buses. She has one daughter and seven grandchildren.

She also has a cheerful formula for making friends for the district:

"I'm just liable to say anything. I talk to everybody—maybe just a hello, —but something to put them at ease and help them enjoy their trip."

SWEET TRIBUTE — A day-long party celebrated Dorothy Torrenga's 20 years as a bus driver. J. D. Goodman, above, started festivities by pinning a corsage on Dorothy. Then riders, waiting at the end of her Line 18 run, showered her with cookies and gifts.

Annual Report Shows Progress of Year

(Continued from Page 1)

ligations, provide further service improvement and maintain the district's financial integrity."

William J. Bettencourt, board president, in his message to citizens of the district, also reported on a year of impressive growth.

"We have moved constantly ahead, and we have kept our promises to the citizens of the district. New lines have been put into service, bringing the first bus transportation to many areas. Improvements have been made to almost every line. And we continue to move forward to make bus riding not only fast and efficient, but convenient and attractive."

Copies of the annual report, which features the City of Alameda on the cover, may be obtained at the district general offices, 1106 Broadway, Oakland. Alameda is the first, in alphabetical order, of the communities served by AC Transit to be honored on successive annual reports.

"These accomplishments were achieved with no increase in the tax rate and no increase in fares," he said.

The board president pointed out that more East Bay people than ever are riding the bus — and liking it — obviously agreeing that "It's Smart to Ride the Bus."

He reaffirmed the district's pledge to continue improvements, particularly in the field of speeding up and streamlining existing service.

Detailed in the report are these achievements:

• A total of 21,849,270 annual service miles, of which 1,652,800 were added in the past year.

• A fleet of 630 motor coaches in service, including 250 new units. (The number of new buses jumped to 280 last month.)

• Inauguration of an exclusive bus lane on the Bay Bridge; the first of several "park and ride" facilities, and an East Bay Sunday and holiday pass.

• Salary adjustments for supervisory personnel and office employees, resulting in an average increase of 6 percent; plus an hourly wage increase of 5.5 percent for contract employees.

• Pension plan and vacation and sick leave benefits extended to non-contract personnel.

• Inauguration of six new lines; extensions and improvements affecting almost all transbay and local service.

• Fares reduced for teenagers on East Bay and transbay lines.

• Rehabilitation of all diesel-operated equipment acquired from Key System Transit Lines.

• New information signs installed at downtown Oakland bus stops and at the Transbay Transit Terminal in San Francisco; new tokens and holders issued.

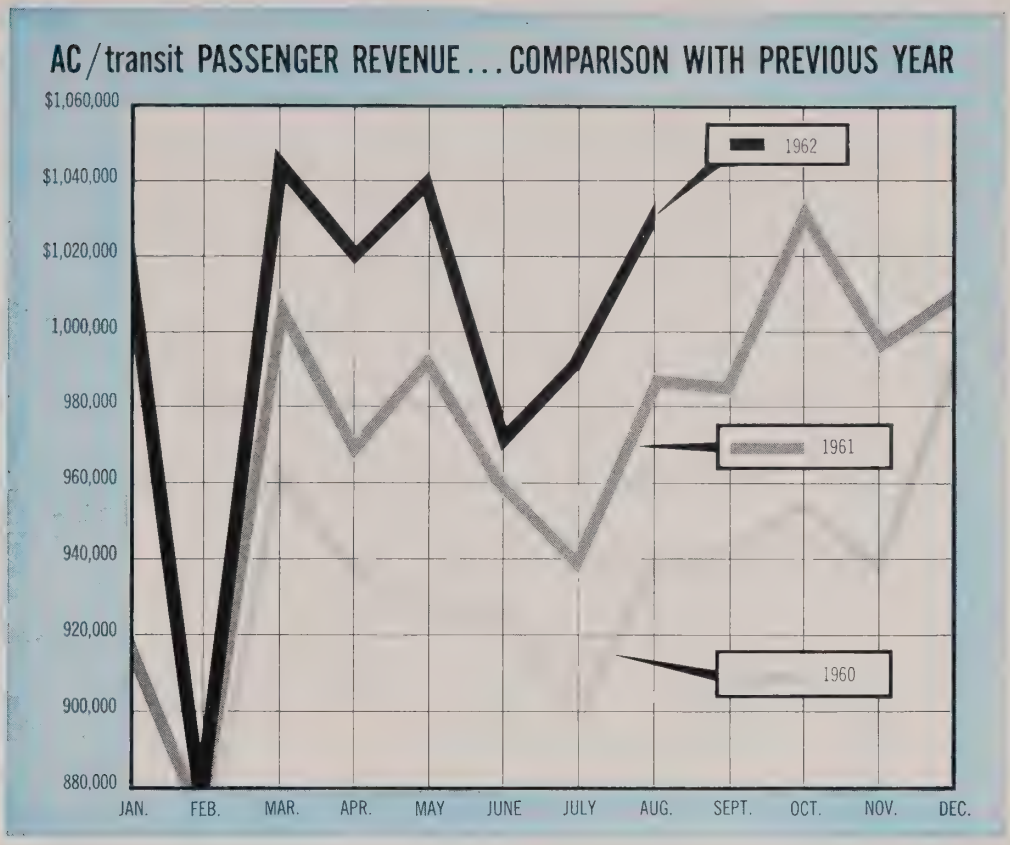
During the past year, passenger revenue totaled $11,913,440, an increase of 4.8 percent. Riders carried amounted to 49,986,600, a growth of 4.5 percent.

New Bus Stop Signs Erected in Alameda

A program of providing increased schedule information at bus loading zones was started in Alameda this month as part of a city-wide job of posting new signs and repainting coach stop poles.

Signs listing hours of operation were posted along transbay line W-Encinal which runs only during commuter hours. The project is one of the first steps in a district-wide program to post at bus loading zones the hours the line operates where service is not provided around the clock, seven days a week.

Coach stop poles in Alameda also are being repainted in district colors.



Patronage, Commute Book Sales Continue to Climb

Transit patronage continued an upward trend in August, with 4,005,000 riders carried during the month — an increase of 3 percent over the same month a year ago.

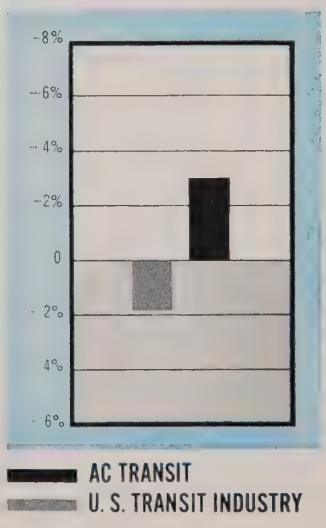
Transbay commute book sales for the month were up 8 percent over August, 1961, showing an increase of $12,100 to $163,800 for total book sales.

Passenger revenue for the month of $1,030,100 plus other income of $65,000 was adequate to meet all operational costs, which were up 7.9 percent over August, 1961, This income provided for amortization and depreciation, but was not sufficient for bonded debt requirements of bond interest, leaving a deficit of $66,100 for the month. Surplus carry-over funds and anticipated savings from the district's new self-insurance program are expected to offset this deficit.

Miles operated in August totaled 1,927,700, an increase of 61,600 or 3.3 percent over August, 1961.

AUGUST PASSENGERS

Percentage Change from Previous Year



TROLLEY TRIPPERS — The Oakland Observer of 50 years ago showed excursionists enjoying the Key Trolley Tour — a sightseeing opportunity revived by AC Transit's current Sunday and holiday pass.

Fun Pass Revives Trolley Tour Tradition

A tradition dear to the hearts of those with an elastic memory has been revived by the district in continuing its Sunday and holiday fun pass on a year-round basis.

Back 50 years ago, the Key Trolley tour was popular, attaining special fame as a sidetrip for visitors to the 1915 Panama-Pacific Exposition.

The Oakland Traction Company started the tour in 1911, using a car painted blue and lettered in gold. It was a slow-paced sort of era, when Oakland boasted an ostrich farm at High and East 14th Sts., and a Key Route Inn with trains running through its portals.

It also had F. M. "Borax" Smith, who not only founded a transportation network, but was delighted to open the grounds of his own estate for the trolley car sightseers.

The excursion started at the Key Route Inn at 22nd and Broadway, ran down Broadway to 12th St., then doubled back to Berkeley for a tour through the University of California campus. From there, the excursionists were taken up Arlington Avenue, for a view of the bay.

Returning to downtown Berkeley, the car switched up Piedmont Ave. to Piedmont Springs Park and the Japanese Gardens where luncheon was served — in latter years, the itinerary was altered and lunch was provided at Hotel Oakland.

The car returned to downtown Oakland; ran around Lake Merritt to reach the Arbor Villa estate of "Borax Smith," then continued to the Ostrich Farm. From there it switched over the Park St. bridge to Alameda and a view of tree-lined streets and pleasant homes. It finally returned to downtown Oakland at 5 p.m., concluding a seven-hour tour that cost $1.

Popular for some five years, the tour for a time included the Havens Art Gallery and Idora Park, before it was discontinued in the latter part of 1916.

Different from the Key Trolley trip, the AC Transit's excursion pass sells for 60 cents and allows the purchaser to ride anywhere in the East Bay during a 24 hour period. But no ostriches!

District Joins in Study of Bus Loading

AC Transit joined with the City of Oakland this month in an effort to improve bus loading and traffic movement on downtown streets.

A joint study into the complex problem resulted from a preliminary investigation by the City Planning Commission into the feasibility of locating AC Transit bus stops at the far sides of intersections as a means of facilitating traffic.

While the district will make every effort to cooperate in expanding the use of far side stops, General Manager K. F. Hensel advised the Commission it is only a partial step toward freeing the flow of traffic.

Hensel proposed consideration of additional measures for periods of heavy commute hour traffic. They included prohibiting parking in certain congested areas and the possible assignment of exclusive lanes to commute buses, during these peak hours.

The district already employs far side stops at a number of intersections, Hensel added, and would be happy to consider their extension wherever conditions are advantageous. But, he advised, "circumstances vary at different locations."

The extent of their variation was stressed by Jay Czizek, Oakland city traffic engineer who listed 31 "traffic control" or operating factors to be weighed in moving bus stops to the far side of intersections.

Included were amount of right-turn traffic, converging or diverging traffic, on-street parking, truck loading, driveway cuts, reaction from property owners, and location of basement elevators.

Also to be considered, Czizek said, is whether there is a heavy transfer of passengers from a bus approaching from left or right; whether the bus turns at the intersection; condition of sidewalks, lighting, weather protection and type of establishment in front of which the passengers would be required to wait for approaching buses.

About 40 percent of the city's 1,450 bus stops already are on the far side, according to Czizek. No city has gone into 100 percent far side bus operation unless all onstreet parking was removed and an exclusive bus lane was established adjacent to the curb, he added.

The problem of having the tail end of a bus sticking out in traffic — particularly aggravating to motorists — probably could be solved by lengthening of loading zones at some stops, according to E. Sam Davis, director of AC Transit research and planning.

He said the district has long sought — unsuccessfully — to have the length of the zones extended.

"Some of them just aren't big enough. We can't get into them. And we need to have them kept free."

Davis also suggested the possible elimination of right and left traffic turns at certain locations as a means of speeding traffic flow.

IN MEMORIAM

Deaths of three veteran transit workers was reported this month, all of them pioneers from the early days of local transportation.

Frank J. Schoop Sr., who died Sept. 15, entered service in 1902 and was pensioned 46 years later, after serving as an electrical department foreman.

Mr. Schoop, 83, lived with his wife, Nora, at 40 Montell St., Oakland.

Joseph H. Ashmore, 64, entered service in 1928 and was pensioned in 1961 as a motor coach operator. Mr. Ashmore, who died Sept. 20, lived with his wife, Margaret, at 3016 Brook St., Oakland.

Marius "Mike" Nelson, 79, died Oct. 9. He went to work as a street car operator in 1907 and was pensioned in 1948. He lived at 1218 107th Ave., Oakland.

Candidates File For Seats on AC Board

Ten candidates, including four incumbents, will be seeking posts on the district's board of directors at the Nov. 6 general election.

Four of the candidates will be running against Col. Robert M. Copeland, vice president of the board, for the office of director-at-large.

Colonel Copeland, who lives at 80 Norwood Ave., Kensington, has been a director since the district was formed in 1956. A retired U. S. Army engineer, he also is a director of the Stege Sanitary District.

In addition to Col. Copeland, candidates seeking election as director-at-large include:

J. Howard Arnold, 1058 Pomona Ave., Albany, consulting engineer and former member of the board who was defeated for re-election two years ago; Hector (Reno) Reyna, 1522-24th Ave., Oakland, specialist political organizer; Y. Charles Soda, 457 Merritt Ave., Oakland, East Bay contractor; and Mrs. Kathe S. Zahn, 911 Santa Fe Ave., Albany, housewife, former Albany mayor and city councilwoman.

Running against William J. Bettencourt, 1213 Estudillo Ave., San Leandro, director of Ward IV and president of the board, is John T. Muldowney, 1980 Harrington Ave., Oakland, railroad switchman.

Bettencourt, an executive with Friden, Inc., also has served the district since it was formed.

Another veteran district director, John L. McDonnell, 5109 Cochrane Ave., Oakland, director of Ward III, is being opposed by Roy P. Mitchell, 1922 14th Ave., Oakland, a jeweler. McDonnell is an East Bay nurseryman.

E. Guy Warren of 17031 Cull Canyon Rd., Hayward, south county trucking executive and director of Ward V, is unopposed.

New Employees Join AC Transit Family

AC Transit welcomed the following new employees during September:

General Offices

Tabulating: Shirley Ann Lekas, 2080 Depot Rd., Hayward.

Emeryville Division

Maintenance: Bo K. Gin, 235 7th St., Oakland, service employee.

Bus Operators: W. C. Wilson, 4172 23rd St., San Francisco; R. C. Carroll, 1219 Lincoln Ave., Alameda; G. A. Andrews, 340 Lenox Ave., Oakland.

Richmond Division

Bus Operators: Billy Parsons, 2131½-A 14th Ave., Oakland; W. L. Prather, 617 Stege Ave., Richmond; N. J. Greene, 301 S. 23rd St., Richmond.

Seminary Division

Maintenance: Robert A. Martin, 4918 Jensen Rd., Castro Valley; Leroy Reid, 1811 27th Ave., Oakland, service employees.

Bus Operators: C. T. Hetrick, 333 Jackson St., Hayward; G. P. Dutil, 2500 Kelly St., Hayward; F. R. Price, 1707 40th Ave., Oakland.

Workers Enjoy Trip

Along with their own private system for "beating the bank," a group of AC Transit employees took friends, relatives and a chartered district bus to Lake Tahoe recently for a weekend outing.

L. O. Alward of the schedule department assisted operator Robert MacDonald in welcoming the passengers, who literally sang their way to the top — and down again to the southern end of Lake Tahoe. The trip was arranged by Robert Dunn of the purchasing department.

All is Not Fare in Bus Riding; Almost Anything Can Turn Up in Coin Boxes

After considering the weird things that turn up in fare boxes, district officials have decided that bus riders frequently are preoccupied — and hold more in their hands than a token or coins.

. . . Or, lean over a little too far — and there goes another fountain pen or pencil into the box!

Along with the more usual fares, the boxes have turned up such things as a hearing aid battery, a cigaret holder, two wedding rings and a man's ring.

The treasury department has also recovered a ruler, a coin purse, a tie clasp, a small religious statue. But keys seem to be the most common contribution, ranging from house keys to a "magic" key from Children's Fairyland.

Lucky pieces and pet coins also are frequently dropped by mistake. If the passenger realizes his error, the operator usually drops in a note, asking for the item to be returned. Or the passenger notifies the district and W. G. Skilling, assistant treasurer, sends it back.

A gold charm, the hearing aid battery, a grey pearl button and a variety of coins are among the things returned by Skilling. Along with a number of tickets from other transportation companies.

Two unclaimed items remain a mystery, however. Two negatives, apparently from the same camera, turned up in fare boxes on different lines, two days apart. And as Skilling maintains, that's no way to get a picture developed.

WHAT NEXT? — W. G. Skilling, AC Transit assistant treasurer, shows Mrs. Kathy Alter, typist clerk, some of the strange things that turn up in bus fare boxes — besides tokens and money. The collection has ranged from a hearing aid battery to wedding rings, but keys are a common contribution, along with lucky pieces and pet coins. Items are returned, when possible.

AC Engineers See Loss Under BARTD Plan

(Continued from Page 1)

gional plan of rapid transit for the entire San Francisco Bay Area.

AC Transit favors all feasible improvement of transit, whether local or regional, that will assist in meeting the needs of the East Bay, Bettencourt stressed. At the same time, he added, AC Transit feels its patrons and taxpayers should be cognizant of the possible costs involved.

At the request of the Alameda County Highway Advisory Committee, AC Transit recently had an engineering report prepared by the firm of De Leuw, Cather & Co., on the effect of the rapid transit plan on operations of AC Transit, Bettencourt reported.

Loss to AC Transit

The engineers concluded in the report that inauguration of the rapid transit system would reduce AC Transit net operating revenue by an estimated $3,355,000 in the year 1969. On the basis of today's tax base, the amount represents a tax subsidy of 20 cents per $100 assessed valuation, Bettencourt said.

The DeLeuw, Cather report was based on assumptions made by rapid transit district engineers, Bettencourt said. They assumed AC Transit would give up all transbay service, that no split fares would exist on transbay service, and that AC Transit would be expected to provide special feeder service to all rapid transit stations within AC Transit boundaries. In addition, AC Transit would be expected to adjust its express and other lines to accommodate the rapid transit system.

However, the assumptions made by the rapid transit engineers do not necessarily represent present or future decisions of policy by the AC Transit board of directors, Bettencourt stressed.

Agreement Needed

"Such policy decisions cannot be made until a full and complete understanding is reached between the rapid transit district and AC Transit," Bettencourt said.

"The AC Transit board of directors is responsible to both transit patrons and East Bay taxpayers," he added, "and any ultimate agreement with the rapid transit district must best serve the interests of riders and property owners within the AC Transit District."

The meeting was called by the Central Business District Association of Oakland and included directors from the Downtown Property Owners Assn., Uptown Assn., Downtown Oakland Inc., and Retail Merchants, Inc.

AC Employees Support United Crusade Drive; Strive for New Record

AC Transit was making an all-out participation this month in the 1962 United Bay Area Crusade, aiming not only for a 100 percent goal, but to top the $12,500 contributed by workers in 1961.

At the first report meeting, the district had a substantial lead over other units in the Public Employees Division. The division, headed by K. F. Hensel, district general manager, as chairman, is made up of public workers in Alameda County.

Half-way through the campaign, slated to end Oct. 26, the district had tallied 58 percent participation, with workers making a choice of a cash donation or payroll deduction.

John F. Larson, treasurer-controller, again is heading the district's effort as campaign chairman, with William G. Skilling, assistant treasurer, as vice chairman. F. Vern Stambaugh, president of the Carmen's Union, is heading up participation of the union membership.

Someone Else Can Drive; After 41 Years Operator Decides It's Time to Retire

After 41 years as an operator, Edwin N. Canby has decided it's time to let someone else do the driving — while he relaxes at some traveling, fishing and gardening on his own.

Canby, 65, of 535 36th St., Richmond, retired effective Oct. 1, but not without fond farewells from long-time passengers on Line 7—Arlington Ave. and from fellow workers.

Some 150 of his friends at the Richmond division gave Canby a special send-off, complete with cake, coffee and the presentation of new fishing equipment and a cash gift.

Earlier, passengers on Line 7 offered their best wishes — and their thanks for his years of cheerful driving — when he made his farewell ride down Euclid Ave. The children, particularly, considered him a favorite and it's going to be a double case of "missing." Ed thinks he'll miss the youngsters most of all, but he hopes they'll send him cards "so I'll know what they're all doing."

Transportation seemed to run in the Canby family. His father went to work for the Oakland Traction Co. in 1906; Ed followed him on the cars in 1922, switching to buses in 1932.

Canby, who had been on Line 7 for the past 12 years, expects to have time now for some of his hobbies, including the raising of fuchsias. He also expects to catch up with things around the house.

"Now when my wife, Tillie, says 'fix this,' I guess I'll have to fix it," he quipped.

LAST RUN — Edwin N. Canby, center, receives a cash gift and fishing equipment from Carl Matous, left, chief dispatcher, and N. P. Alevizos, superintendent, of the Richmond division, at a party which marked his retirement after 41 years as an operator.

ACTIONS OF THE BOARD

At an adjourned regular meeting September 26, 1962, the Board of Directors:

• Retained De Leuw, Cather & Company of San Francisco as consulting engineers for the District to assist in technical analyses and evaluations, at a monthly fee of $200, on motion of Director Berk.

• Authorized General Manager to secure appraisal to determine market value of abandoned Pinedale Terminal property in Hayward, and to request extension of use permit from City of Berkeley for continued occupancy and improvement of Park and Ride Center, on motion of Director Coburn.

* * *

At the regular meeting October 10, 1962, the Board of Directors:

• Directed preparation of a resolution commending J. Brooks Rice, maintenance manager, and entire maintenance force for loyal cooperation and for excellence of work performed in achieving Fleet Owner Maintenance Efficiency Award for 1962, on motion of Director Barber.

TRANSIT TIMES

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JOHN F. LARSON . . . Treasurer–Controller

GEORGE M. TAYLOR . . . . . Secretary

9

Buses Carry 44,000 to Airport Opening

One of AC Transit's most complicated week-end operations also turned out to be one of its biggest, carrying viewers who attended open house and dedication ceremonies at the new Metropolitan Oakland International Airport.

During the two-day event, district buses carried 44,000 passengers. Another record was tallied up on Sunday, with 1731 Sunday passes sold, most of them to riders bound for the dedication event.

Two separate services were provided. A special express bus service was operated from downtown Oakland and Alameda, via an exclusive bus lane direct to the terminal. Other buses, chartered for the event, gave continual loop service from parking areas.

Both operations performed smoothly and efficiently, despite the congestion, according to D. J. Potter, transportation manager.

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Free Round Trip Bus Rides Given to Berkeley Shoppers Under New Plan

Free round-trip bus rides to downtown Berkeley were inaugurated this month under a new "Ride & Shop" validating plan that boosts the university city into the front ranks of transit innovation.

The plan, worked out by the district and a group of major Berkeley merchants, is one of the first of its kind in California.

Inaugurated Nov. 15, it will be given a two-month trial period, which will cover the Christmas trade – a special boom to harassed shoppers.

The "Ride & Shop" program was worked out with the Berkeley Downtown Center, representing the major stores, during several months of discussion.

The proposal has also been presented to chambers of commerce and major downtown business groups throughout the district and meetings have been held in Hayward, San Leandro, Albany, El Cerrito and Oakland.

Convenience for Riders

In taking the lead, Berkeley stores feel bus riders should be provided the same convenience already offered motorists whose parking lot fees are validated, according to Marshall K. Horner, president of Berkeley Downtown Center.

The program is expected to ease traffic congestion through encouraging greater use of public transit and also is expected to attract more people to shop in Berkeley, he added.

The plan is operating Monday through Saturday, including evening hours when most stores will be open for Christmas shopping.

Here is how it works: riders obtain a twin-section ticket from their bus driver when they board a coach.

Ticket per Validation

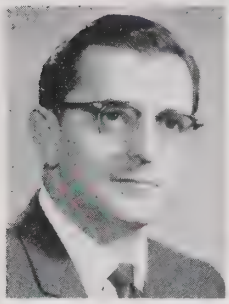
When one of the sections is validated by a participating store, the holder is entitled to a free ride home. By getting the other ticket validated at another store, the rider has a second free ride, for a trip back to Berkeley on another day.

The 31 downtown stores participating set $2 as the minimum purchase before validation.

The free round trips to Berkeley's business center are available to residents of Albany, Kensington, Piedmont, Emeryville, Alameda and a major portion of Oakland, as well as Berkeley. Riders from other areas can participate by paying their usual extra zone charge.

To launch the plan, the district and the stores cooperated in a wide publicity and advertising campaign, involving newspapers, advertising media and radio coverage.

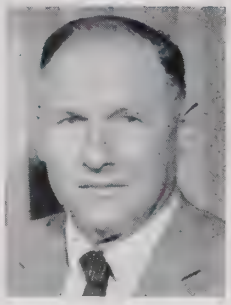
Incumbent Transit Directors Returned to Office By Large Majority



W. J. Bettencourt

R. M. Copeland

J. L. McDonnell



E. Guy Warren

William J. Bettencourt, president of the board of directors, and three other incumbent members of the board were returned to office this month by a substantial majority of voters.

Retained as directors with Bettencourt, San Leandro business executive, were Col. Robert M. Copeland of Kensington, vice president of the board; John L. McDonnell of Oakland and E. Guy Warren of Hayward.

In expressing appreciation to the voters, Bettencourt said the large majority attained by incumbents indicated endorsement of the district's efforts to develop an outstanding transportation system.

He forecast continued expansion and growth of the district in which bus service would be inaugurated in new areas as need arises and it is desired by the people. He noted there are regions outside the district where discussions have already been held concerning possible annexation and new service.

He also said the district would move ahead in developing "park and ride" facilities, "ride and shop" plans, exclusive lanes for buses on freeways and exclusive use of downtown curb lanes during peak hours.

New innovations in equipment will be explored, he said, in an effort to move more people at less cost to the district, and at faster speeds than the present express service—although, for example, it now only takes 14 minutes to travel by express from downtown Oakland to downtown San Leandro.

Such an intensive program to provide faster and more convenient service will most certainly attract increasing passengers to AC Transit, Bettencourt said.

Running in the November election for director of Ward IV, Bettencourt tallied 47,389 votes against the 12,433 given to his opponent, John Muldowney.

Colonel Copeland, who was opposed by four candidates as director-at-large, received 151,545 votes, cast in Alameda and Contra Costa County, as compared to 45,610 votes for J. Howard Arnold; 5,727 votes for Hector Reyna; 40,741 votes for Y. Charles Soda and 25,338 votes for Mrs. Kathe S. Zahn.

McDonnell, another veteran director, polled 51,481 votes as representative of Ward III, against 7,363 for his opponent, R. P. Mitchell.

E. Guy Warren was unopposed as director of Ward V.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

Bus Service Extended to Three Areas

Bus service was provided for three new areas this month as the district continued its program of improving transit, particularly in outlying areas.

A new Line 70 will serve residents of Leroy Heights in San Pablo and at the same time provide better transportation for students attending Contra Costa Junior College.

Castro Valley residents are receiving their first direct transbay commute service to San Francisco with extension of a commuter branch of the transbay Line R.

Extension of Line 55 to serve Marina Faire also brought the first bus transportation to that residential section of San Leandro.

With inauguration of Line 70, residents of Leroy Heights will have access to downtown Richmond, the El Portal shopping center and to other district service, both transbay and local.

The service, operating Monday through Friday on a basic hourly frequency, is bringing bus transit to the college students by following a route around the Armory facilities, south of the center of the College. The same route also connects the college area with Macdonald and San Pablo Aves. in Richmond, allowing students to transfer direct to Line 72M for travel to other East Bay points.

Commute service for Castro Valley, requested by the Castro Valley Chamber of Commerce, is operating to San Francisco via Castro Valley Blvd., Mattox Rd., Mission Blvd., East 14th St., Davis St. and Nimitz Freeway. Running time from Castro Valley has been scheduled at 54 minutes.

Line 55, which previously connected Sheffield Village, Dutton Ave., the central district of San Leandro and Mulford Gardens, has been extended to Bermuda Ave. to serve Marina Faire.

Employees Near Quota in United Crusade

AC Transit employees steamed into the final stages of the 1962 United Bay Area Crusade this month with a record of 99.1 percent of their quota.

With 10 days to go before the campaign was due to close, some 1,251 employees had pledged $13,381 toward a quota of $13,495. The contribution to date already was 3.8 percent over the total collected last year.

Efforts were being made during the last days to raise the participation to a full 100 percent, with all 1,385 workers taking part.

The district-wide drive has been headed by John F. Larson, treasurer-controller, with William G. Skilling, assistant treasurer, as vice chairman. Departmental chairmen include:

J. G. Goodman, Ellen Enos, T. P. McLean, E. A. Towers, A. R. Lucchesi, Robert Dunn, C. M. Walker, Vern Stambaugh and Skilling.

District Wins Sporting Fans During Race Meet At Golden Gate Fields

The district came out a winner under its own colors at the 1962 racing season at Golden Gate Fields in Albany, carrying 37,696 round trip passengers during the meet.

The total attendance was set at 339,831, with the district carrying over 11 per cent of round-trip patrons, the highest percentage of park attendance carried by bus since AC Transit went into operation.

Directors Pass Tax Savings on to Riders

Savings from repeal of a 10 percent Federal transportation tax was passed along to district bus riders this month.

Opposed to retaining the amount of the tax, the district directors voted unanimously to give passengers the benefit of the savings of the Federal tax repeal.

The result: a five-cent reduction in fares between San Francisco and southern Alameda County.

The tax, imposed during World War II to curtail civilian travel, was lifted by the government at midnight, Nov. 15.

The lower fares affect service to Hayward, Castro Valley, San Lorenzo, Palma Ceia and parts of San Leandro. Because the district's fare structure does not involve penny amounts, the reduction on one-way fares was rounded out to the nearest five-cent figure.

At the same time, the directors approved placing into effect a round-trip fare of $1.40 for the fourth zone, south of Tennyson Rd. Previously, fares were on a one-way basis only.

Macartney to Retire

Chester N. Macartney, mechanic at the Seminary division, and George S. Rhodes, motor coach operator, are due to retire Dec. 1.

Macartney, who lives at 1543 106th Ave., Ashland, went to work in Nov. 1931, as a car shifter and cleaner, moving to repairman and mechanic.

Rhodes, of 9933 Olive St., Oakland, started as a trainman in 1942 and worked as a towerman before becoming a driver in 1958.

Bettencourt Reaffirms Cooperation Policy on Rapid Transit Network

AC Transit's long-standing policy of intent to coordinate its services with future rail rapid transit was reiterated by William J. Bettencourt, president of the board of directors, following passage this month of the rapid transit bond issue.

In a letter to Adrien J. Falk, president of the Bay Area Rapid Transit District, Bettencourt repeated AC Transit's pledge of cooperation and predicted the two districts could achieve a "practical coordination of service."

Close liaison between the two districts and a full spirit of cooperation should produce for this area the "best transit system in the nation," Bettencourt said.

He also expressed his congratulations on the passage of the bond issue, noting that the response by the voters was the "reward of many years of planning and hard work."

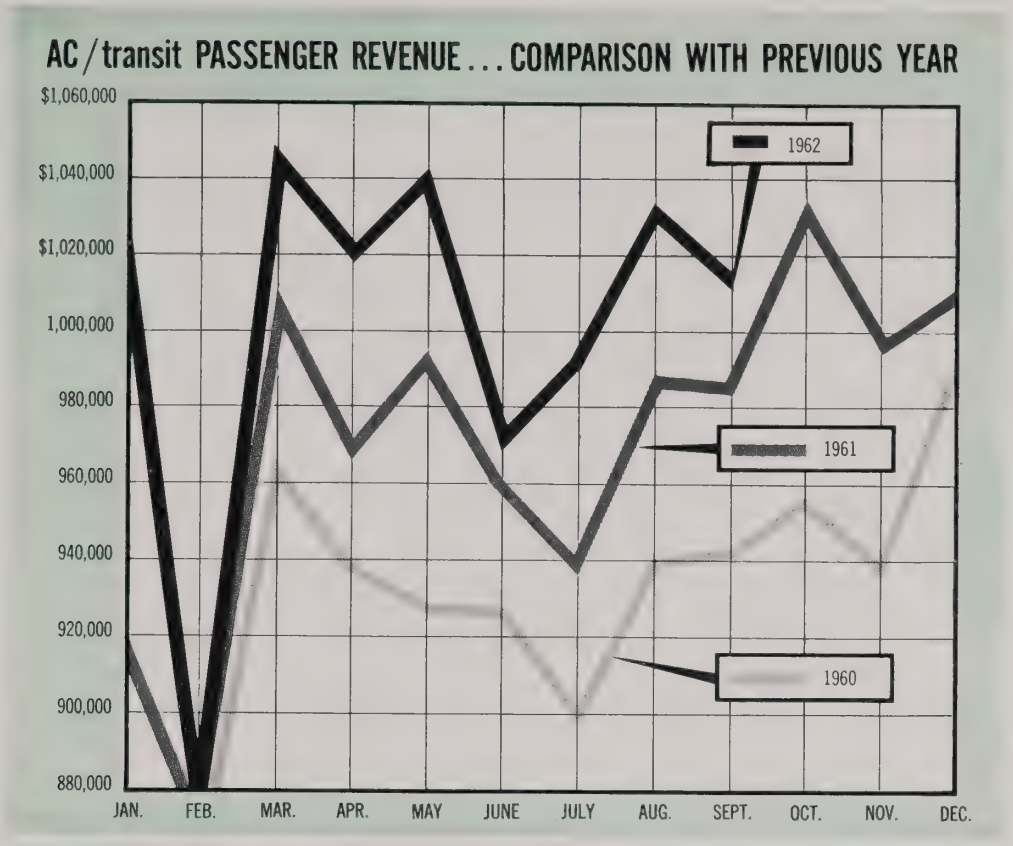
Preparedness Program Set Up For Emergency

Because of the important role of transportation facilities in the event of local or national emergencies, the district is setting up a program of preparedness to meet such contingencies.

Procedures are being developed by D. J. Potter, transportation manager, who also is representing the district on the City of Oakland Civil Defense and Disaster Council.

In the event of an emergency, the district will coordinate its activities—including buses and personnel—with the law enforcement service, as a part of the transportation section. It will also make its vehicles and personnel available for transportation of disaster victims and other personnel, according to a chart set up by Civil Defense.

Named to assist Potter were J. D. Goodman, transportation superintendent of the Emeryville division, and T. P. McLean, transportation superintendent, Seminary division.



More East Bay residents rode AC Transit in September than they did a year ago, but it was the smallest monthly increase in business since early in 1961.

Some 4,184,000 riders were carried during the month, an increase of 52,500 passengers or 1.03 percent. Transbay commute book sales were up 4 percent over September, 1961, showing an increase of $5,700 to $147,200 for total book sales.

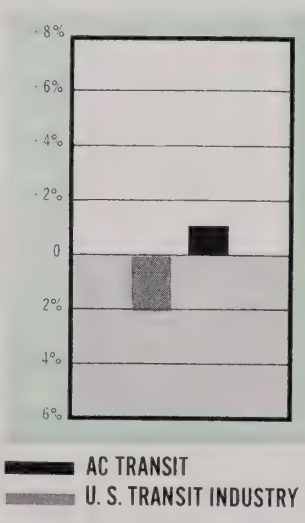
For the nation's entire transit industry, riding experienced a decrease of 2.04 percent.

Passenger revenue for the month of $1,014,900 plus other income of $70,100 was adequate to meet all operating costs, which were up 6.6 percent over September, 1961. This income provided for amortization and depreciation, but was not sufficient for all bonded debt requirements. Surplus carry-over funds and anticipated savings from the district's new self-insurance program are expected to offset the defict for the month of $49,601.

Miles operated in September totaled 1,823,800, an increase of 40,251 or 2.3 percent over September, 1961.

SEPTEMBER PASSENGERS

Percentage Change from Previous Year



Welcome Extended to New Workers

Welcomed into service with AC Transit during October were the following new employees:

General Offices

Tabulating: Arthur M. Gregg, 146 Central Ave., San Francisco, tabulating machine operator—data processing.

Accounting: Arthur R. Towers, 4156 Bayo St., Oakland, vault clerk.

Emeryville Division

Maintenance: Arthur L. Hoffman, 2332 Harrison St., Oakland; Herbert M. Neimeyer, 680 Harris Rd., Hayward; Carl L. Dewitt, 437 Kentucky Ave., Berkeley, service employees. Bart D. Loughlin, 809 Blossom Way, Hayward, senior clerk.

Purchasing & Stores: Robert L. Goforth, 1551 Marin Ave., Albany, parts clerk.

Bus Operators: Revert Thornton Jr., 1314 Haskell St., Berkeley; R. P. Pracht, 426 Taylor Ave., Alameda; Nicholas Gross, 246 Wayne Ave., Oakland; L. E. Gilmore, 35 Harmony Lane, Walnut Creek; W. W. Isaacs, Ritz Hotel, Oakland; V. J. Frieze, 2262 Ashby Ave., Berkeley; J. E. Kinney, 1921 7th Ave., Oakland.

Richmond Division

Bus Operators: G. A. Milton, 4514 Linden St., Oakland; O. B. Whipple, 809 Talbot Ave., Albany; Glen Witty, 210 Tunnel Ave., Richmond; L. E. Cummings, 700 20th St., Richmond; R. B. Nix, Bldg. D-12, Apt. 310, Rodeo.

Seminary Division

Bus Operator: C. H. Townsend, 2110 47th Ave., Oakland.

Expansion Planned at 'Park and Ride' Center

Expansion of the Berkeley "Park and Ride" site at Henry and Berryman Sts. has been assured AC Transit through extension of a use permit granted by the Berkeley City Council.

As result of the favorable action, the district will proceed with plans to permanently pave the area and rearrange parking to accommodate more than the present 51 cars. The district also is seeking city approval to construct a passenger shelter at the parking facility.

Engineer Honored

G. G. Wadsworth, district safety engineer, has been elected to the executive board of the transit section of the National Safety Council.

Wadsworth's appointment to the executive group was commended by AC Transit directors as recognition of his achievements in the safety and accident prevent on field.

IN MEMORIAM

A Key System veteran from ferry boat days, Robert Anderson, first officer on the boats, died Oct. 14. Mr. Anderson, 79, entered service in 1912 and was pensioned on Jan. 1, 1940. He lived with his wife, Hulda, at 124 Foster St., Vallejo.

Warren L. Carlton, 77, who died Oct. 31, went to work as a street car operator in 1911 and retired in 1954, after 19 years as a supervisor. He lived at 935 Key Route Blvd., Albany.

Leonard C. Courtright, who died Oct. 31, entered service in 1918 and was retired in 1944 as a motor coach operator. He was 76 and lived at 1591 Boulevard Way, Walnut Creek, with his wife, Pearl.

Residents Take Last Look at Historic Orange Color Before it Fades Away

The last orange-colored bus made a nostalgic trip on East Bay streets this month before it was sent to the shops for repainting and renovation.

Its appearance marked the last of the Key System orange, a color that meant transportation to Bay Area residents for well over half a century. Rehabilitation of the last orange colored bus also marks the end of the district's two-year program of restoring the usable equipment acquired from Key System Transit Lines.

So that residents could say their own good-byes to the long-familiar pumpkin color, the bus was operated through Albany, Berkeley, Oakland and San Leandro on the Shattuck Ave., Telegraph Ave. and Foothill Blvd. lines in a day-long farewell.

For the occasion, the bus was turned into a rolling historical display, with photographs covering the 59-year era of "traction orange" posted in the interior area usually given over to commercial advertising.

The pictures ranged in era from the initial "Key Route" train and ferry service, started in 1903, through the years of street cars and first buses to today's "Transit Liners."

Just as the "key" became the symbol of commute service, the orange was identified with everything that rolled or floated under the banner of the "Key Route" until 1930. Trains remained orange, but street cars were painted blue with cream trim. Two years later, coaches emerged briefly in colors of chocolate and tan.

In 1936, street cars and buses again changed dress, to yellow, with black striping and silver trim. In 1942, they went back to "traction orange." The shade and the trim varied, but the orange hue remained until the district started repainting equipment in its own color scheme.

In all, the district has renovated 276 diesel powered coaches, dieselized and repainted 20 gasoline powered buses, and repainted and rehabilitated another 59 coaches. With 280 new buses, the district now has a fleet of 635 coaches in active service, 16 in storage.

ERA ENDS—Last bus still painted in historic orange color gets final check by Supervisor James Viguier, right, whose own service dates back to 1906. Adding their goodbyes were Vernon Sappers, left, of California Railway Historical Society, and D. J. Potter, transportation manager. Operator is J. W. Pryor.

ACTIONS OF THE BOARD

At an adjourned regular meeting October 24, 1961, the Board of Directors:

• Deferred action on disposal of abandoned terminal property at Mission Blvd. and Pinedale Ct., Hayward.

• Authorized Safety Engineer to accept nomination to executive committee of transit section of National Safety Council and to attend committee meeting in Chicago.

• Established policy requiring use of tourist accommodations on air travel by district personnel.

• Approved extension of Line 55 to Marina Faire, Line R to Castro Valley, and inauguration of Line 70 to Leroy Heights.

• Approved transit validation plan in cooperation with downtown Berkeley business firms for two-month trial period.

• Revised one-way and round-trip tariffs between third and fourth fare zones and San Francisco to reflect discontinuance of Federal transportation tax.

• Authorized General Manager to secure bids for purchase of radio communications equipment.

• Commended district employees upon achievement of Fleet Owner Maintenance Efficiency Award for 1962.

TRANSIT TIMES

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Telephone OLympic 3-3535

Alan L. Bingham, Editor

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JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

° ° °

At the regular meeting November 14, 1962, the Board of Directors:

• Approved free-ride promotional program in cooperation with El Portal Merchants Assn. for inauguration of Line 70.

• Authorized attorney to represent district interests regarding petition filed with California State Supreme Court and involving jurisdiction of California State Public Utilities Commission.

• Approved allocation of 1½ percent of transit advertising revenue to promote increased use of transit advertising.

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AC TRANSIT transit-times
For the Good of Your Community
Vol. 5 No. 8 OAKLAND, DECEMBER 1962

JAN 8 1963

District, Union Sign New Contract; Other Employees Also Get Increases

Wage increases added a special touch of cheer this month to the 1388 employees of AC Transit.

A new labor contract, giving bus drivers a 32-cent hourly wage increase over the next two and a half years, went into effect Dec. 1 after approval by the board of directors and the Carmen's Union.

The agreement also boosted wages for other organized employees.

Some 175 supervisory personnel and office employees were voted a 4.46 per cent salary hike, effective Jan. 1, at the board meeting of Dec. 12.

The contract with the union, reached after nine weeks of bargaining, assures continuing labor peace in transit operations in the East Bay and was cited by district and union representatives as "fair and reasonable."

Liberal Fringe Benefits

Along with a three-step wage hike, it includes liberalized retirement provisions, increased health and welfare contributions and other benefits. (Principal provisions of the contract are itemized on Page 3.)

Under the agreement, the 950 bus drivers received a 4.46 per cent boost Dec. 1, raising their wages from $2.69 to $2.81 an hour. Another 3.56 per cent raise next Dec. 1 will increase wages 10 cents to $2.91. A third 10 cent boost will become effective Dec. 1, 1964.

Other union employees, with the exception of top mechanics, dispatchers and parts clerks, will get the same hourly increases.

Raise For Mechanics

Class A mechanics received 18 cents an hour hike Dec. 1, for an hourly wage of $3.32. They will get an additional 15 cents next year and 10 cents in Dec., 1964. Class B mechanics, parts clerks and dispatchers receive hourly increases of 17, 15 and 10 cents over the same period.

The contract with the union raises the district's costs by $1,819,500 over the life of the agreement, according to Kenneth F. Hensel, general manager. He said the added expense could be financed, however, out of current fares and taxes, at least during the remainder of the fiscal year.

Hensel cited the contract as "a major step in maintenance of good morale and harmonious relations." F. Vern Stambaugh, union head, and W. J. Bettencourt, board president, also praised "fairness and cooperation" on both sides.

Non-union workers also will receive a 3.56 per cent hike on Jan. 1, 1964 and another 3.44 per cent increase on Jan. 1, 1965.

In addition, the directors approved liberalized health and welfare and group life insurance benefits for supervisory personnel and office employees at an annual cost of $57,200.

Northbrae Tunnel Provides Fast Route

Riders on Berkeley transbay and intercity express lines got faster and more direct service this month when the district started operating through historic Northbrae railroad tunnel.

Closed since 1958, the tunnel—repaved for vehicular traffic—opened with a "rail-splitting" ceremony, band music, the appearance of dignitaries and a wheeled caravan.

One of the district's new "Transit Liners" took part in the ceremonies, symbolizing the third transportation phase involved in the tunnel.

Because the Key System had franchises on direct routes to the Thousand Oaks area, the Southern Pacific was forced to take a direct route back in 1910. They cut away the hill, laid a cement tube for their trains, then piled the dirt back on top, to make the tunnel.

The tunnel was used by the S.P. from 1911 until 1941 and by the Key System from 1942 until 1958.

By operating the transbay F line and the 33 express through the tunnel, the district has cut two to three minutes from previous schedules. Use of a loading terminal on the roadway off The Alameda also has eliminated the necessity of buses parking on The Alameda at Solano.

Because of installation of traffic signals at Solano and The Alameda, opening of the tunnel has caused the rerouting of northbound coaches on Line 43A, which now will travel via The Alameda, Marin Ave., Colusa Ave. to Solano Ave. Southbound buses maintained their present routing.

Holiday Guide, Cards Help to Extend Christmas Greetings to Passengers

A special "Merry Christmas" was extended by the district again this year through distribution of a free holiday guide for things to see and do during the Yuletide season.

Bus drivers also dispensed their own personal "season's greetings" to passengers through Christmas cards made available by the district.

Some 20,000 cards were given to the drivers so they could extend their traditional holiday message to patrons, particularly the regular riders who had become familiar customers during the year.

The guide, entitled "Operation Sleigh Ride," invited residents to plan their holiday sightseeing by bus. It listed information on decorations, locations of Nativity scenes and other displays; where to find Santa Claus and where to see special Christmas trees.

The data was grouped by city and included information on how to reach the location by bus.

Printed on green paper, the guide featured a drawing of an AC Transit bus, with Santa, his sleigh and reindeer "hitching" a ride on the top.

The guide was distributed to the public through the general offices and by various chambers of commerce and other agencies.

Hensel, Larson Elected To United Fund Board

K. F. Hensel, AC Transit general manager, and John F. Larson, treasurer-controller, have been elected to the board of governors of the Alameda County United Fund. Hensel was chairman of the Public Employees division in the recent 1962 appeal. Larson served as AC Transit campaign chairman for the 1961 and 1962 drives.

CONTRACT SIGNING—Representatives of the Carmen's Union and of AC Transit meet at the conference table for signing of a new contract termed by both sides as "fair and reasonable." Seated are F. Vern Stambaugh, left, union president, and K. F. Hensel, general manager. Standing, left to right, Emil Scala, business representative for the mechanics; W. C. Castlebary, financial secretary-treasurer of Carmen's Union; L. V. Bailey, operating business agent for union; H. D. White, operations assistant to general manager; H. M. Davis, executive assistant to general manager; D. J. Potter, transportation manager; and Brooks Rice, maintenance manager.

Principal Contract Proposals Itemized

Here are some of the principal features of the new contract approved by AC Transit directors and union officials:

• A 12-cent hourly wage increase for bus drivers on Dec. 1, 1962, raising salaries from $2.69 to $2.81 an hour. Another 10 cent boost on Dec. 1, 1963, increasing wages to $2.91; a third increase of 10 cents an hour Dec. 1, 1964, to $3.01.

• Class A mechanics, 18 cents an hour increase on Dec. 1, 1962, boosting hourly wages to $3.32, plus an additional 15 cents next year and another 10 cents in Dec., 1964.

• Class B mechanics, parts clerks, dispatchers; 17 cents an hour Dec. 1; 15 and 10 cent boosts over contract period.

• Other union employees get same hourly increases as bus operators, 32-cent wage hike over contract period.

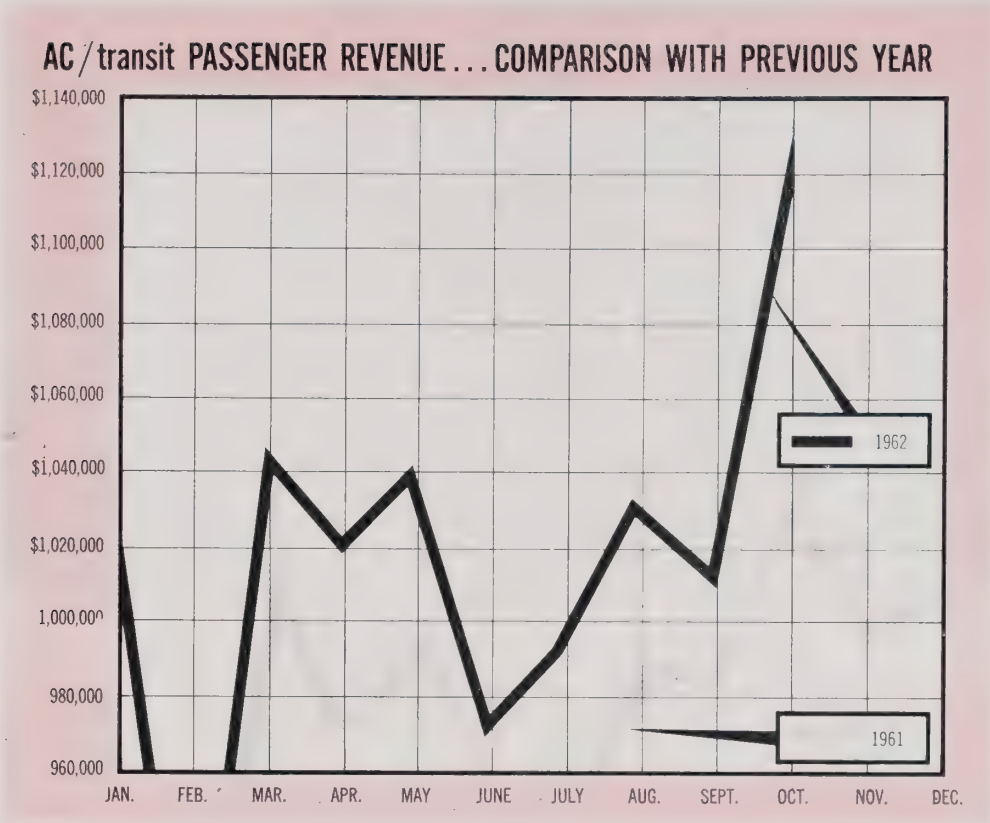
• Provides for pension retirements at age 62, on reduced pension formula as provided by Federal Social Security Act. Also removes age restrictions for permanently disabled employee with 20 or more years of service.

• Grants increase in sick leave accumulation from 30 to 40 work days. Provides for weekly sick leave pay.

• Increases the amount of payment to union medical plan in two steps from $9 to $11 per employee per month.

• Provides $1,500 of group life insurance by district for each union member.

• Increases amount of contribution to pension fund for union distribution to union members by 1½ cents per hour.



Record Increase Tallied

October patronage on East Bay local and express lines showed the greatest single monthly increase since AC Transit went into operation two years ago.

East Bay riders increased by 11.2 per cent over October, 1961, while business on transbay lines was up 6.9 per cent. Total passengers carried for the month came to 4,802,000.

Transbay commute book sales also showed a healthy gain of 12.2 per cent over the same month a year ago.

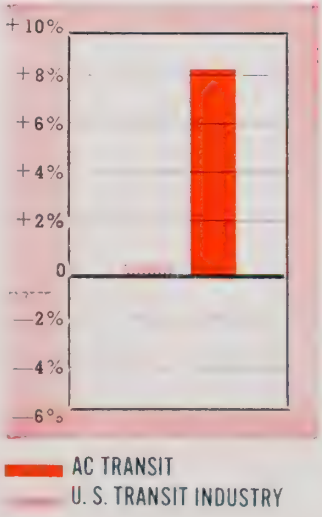
For the nation's entire transit industry, riding experienced an increase of 0.8 per cent.

Passenger revenue for October of $1,126,000 plus other income of $80,200 was adequate to meet all operational costs, which were up 7.9 per cent over October, 1961. This income provided for amortization and depreciation, but was not sufficient for bonded debt requirements, leaving a deficit of $4,335 for the month.

Miles operated in October totaled 2,023,000, an increase of 110,168 or 5.8 per cent over October, 1961.

OCTOBER PASSENGERS

Percentage Change from Previous Year



JUST ASK ST. NICK — Don't tell, but this Santa is really AC Transit's own St. Nick—Nick Alevizos, superintendent of the Richmond division—playing his usual Yuletide role. Alevizos, who has been acting as Santa for over 30 year, keeps so busy with volunteer Christmas appearances he doesn't have time for own gift shopping.

Santa on Wheels; St. Nick Rides Again

By Virginia Dennison

Santa Claus may visit most places in December, but AC Transit has him the year around—their own Nicholas P. Alevizos, who is probably the oldest practicing Santa in this area.

"St. Nick" officiates as superintendent of the Richmond division, but once the holiday seasons rolls around, he also becomes Santa, delighting kids at schools, hospitals, institutions and parties — including the division's own Christmas gathering.

Alevizos has been "ho, ho, ho-ing" for over 30 years, ever since fellow members of Aahmes Temple of the Shrine put the red and white "bee" on him to help their efforts in behalf of crippled children.

In the years since, Nick has worn out three Santa costumes and put considerable wear on a fourth. There's expenses to this Santa business, too. He has his beard "washed and set" each year—the bill this Yuletide came to $17—just for whiskers.

Probably because he's a veteran in the transportation business, Nick fixed up an old Ford to resemble, in a "way-out" sort of way, Santa's sleigh. He climbs aboard and with great bell-ringing and whistle blowing, makes his appearance on wheels. The deer are there, though, jutting out from the headlights.

The district's Santa is probably one of the few to ever remember street car and bus riders. Back in the days of East Bay Transit Co. in 1939 he delighted and startled riders transferring to the Richmond bus at Ashby and San Pablo Aves. in Berkeley by putting up a tree and handing out token holders, balloons and candy.

He averages 20 or so volunteer appearances each holiday and takes care of as many requests as he can. But one date he wasn't able to keep last year.

The press of other Santa business kept him from accepting an invitation to let Effie, the elephant at the Knowland State Arboretum and Park, sit on his knee to ask for her Christmas wish—a boy elephant for company.

Central Dispatcher Taken by Death

Donald G. Bennett, 52, central dispatcher for the district for the past five years, died suddenly on Dec. 11 of a heart condition which had sent him to the hospital two weeks before.

One of five regular dispatchers, Mr. Bennett handled everything that might affect bus service, including fires, accidents, "stalls," bus breakdowns, occasional robberies and complaints.

He recently figured that the central dispatch office—nerve center of the district—handled 250 radio calls and 300 to 400 telephone calls in a normal 24 hours.

Mr. Bennett credited his calmness at the mike to "show biz." He played the theater circuit in a give-away program and later served as assistant manager of the Granada Theater in Oakland before he changed roles in 1938 and followed his father, the late Michael Bennett, into Key System.

Mr. Bennett worked previously as a bus driver and supervisor, taking time out to serve during World War II with the Army's combat engineers.

He lived at 1015 Buena Vista Ave., Alameda, with his wife, Violet.

The deaths of pensioned workers also was reported during the month.

L. C. Willie, of 2118 Fifth Ave., Oakland, died Nov. 18. Mr. Willie, 83, went to work on the street cars in 1912 and was pensioned in 1946.

A. F. Valladao, 67, who died Nov. 20, entered service as a street car operator in 1920, switched to buses in 1948 and was pensioned in 1960. He lived with his wife, Maria, at 466 43rd St., Oakland.

Charles A. Perry, 77, former trainman, went to work in 1908 and left the company in 1953. He lived with his wife, Ruth, in Clovis and died Dec. 4.

Edward H. Baker, 85, died Dec. 4. He lived at 87 Linda St., Oakland, with his wife, Emma. Mr. Baker worked on the trains from 1917 until 1943.

Andreas Kasotakis

Greece Remembers War Hero After Loss on Bus

When he lost a brief case on an AC Transit bus a year ago, Andreas Kasotakis, 79-year-old Greek war hero, also lost his only link with a past of courage and glory.

The little case contained two Greek war medals, a ribbon and photograph paying tribute to his heroism in Greece's bloody war with Turkey in 1912 and in Bulgaria in 1913.

The district was unable to find the case, but the Greek consulate in San Francisco and the Greek government remembered. This month Kasotakis received duplicate medals from his homeland through efforts of the Greek Army Department, Greek Ministry of Foreign Affairs, the Greek military attache in Washington, D.C., and the local consulate.

He paid a visit to the district's general offices to display the medals and to weep happily and silently. Although he's affluent in seven languages, Kasotakis was left without a voice in 1945 by removal of a throat tumor. But he now has a new case and again is carrying his symbols of honor with him constantly: the medals and a new shoulder ribbon he made himself, with the years of his glory in gold lettering.

TIME IN TRANSIT—A total of 210 years of work time is represented by women from treasurer-controller's office shown in photo above at a luncheon for Miss Ursul Havens, retiring after 42 years of service. Left to right are Mrs. Alyce Seright, Mrs. Alice Heywood, Mrs. Mabel Firchow, Miss Havens, John F. Larson, district treasurer-controller, who played host; Miss Catherine Metzner, Mrs. Thelma Lanthier, Miss Margaret Desmond.

Check Writer Gives Up

The 'Woman Who Pays' Decides to Retire

A lot of time in transit—about 210 years worth—was represented when six women from the treasurer-controller's department got together this month to honor the gal who holds top seniority at the general offices.

Miss Ursul Havens will retire the end December after 42 years of concern with what makes things run. She knows the answer—money.

Miss Havens is the one who writes the checks to pay the bills. As "accounts receivable and payable," she pays out over $1,000,000 each month and, over the years, has probably written checks totaling well over a billion.

She's also the rare woman who keeps her personal accounts straight, balances her own check book and even makes out her income tax returns.

The fellow workers who feted her at a retirement luncheon at the Athens Athletic Club also have veteran status.

The group included Mrs. Alyce Seright, who has worked 37½ years; Miss Margaret Desmond, 36 years; Mrs. Thelma Lanthier, 31 years; Mrs. Alice Heywood, 27½ years; Mrs. Mabel Firchow, 20 years, and Miss Catherine Metzner, 16 years.

John F. Larson, treasurer-controller, played host at the luncheon.

Miss Havens, who lives at 313 Broadmoor Blvd., San Leandro, likes to read and garden. She also expects to have time now for a real "busman's holiday"—to do some traveling on her own.

She went to work for the Key System in the accounting department at 22nd and Grove Sts. in 1919, and moved from there with the general offices to 1106 Broadway in 1943.

ACTIONS OF THE BOARD

At an adjourned regular meeting November 28, 1962, the Board of Directors:

• Approved new contract with Division 192, Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America (AFL-CIO), on motion of Director Coburn.

• Authorized rerouting of Lines 33, 43A and F in connection with opening of Northbrae Tunnel, and approved expenditure of $1850 for improvements to Berkeley Park & Ride Center, on motion of Director Coburn.

* * *

At the regular meeting December 12, 1962, the Board of Directors:

• Approved wage and salary adjustments for non-organized employees, on motion of Director Coburn.

• Established unrestricted policy on leasing either privately or publicly owned premises in connection with studies on relocation of general offices, on motion of Director Barber.

• Declared official results of election held November 6, 1962, for district directors, on motion of Director Coburn.

• Amended rules of procedure to allow election of President and Vice President at first regular meeting of Board of Directors in January, on motion of Director Coburn.

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary

Seminary Division Wins Double Honors

Workers at the Seminary division basked under double honors in November, as operators won the safety "bogey" contest and the maintenance crew walked off with the road call trophy.

Safety honors were taken by the drivers with a record of 13,476 miles per accident—a figure that meant coffee and doughnuts for all hands on Dec. 14.

The maintenance trophy moved to the division for the first time with the record of 12,251 miles per road call.

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